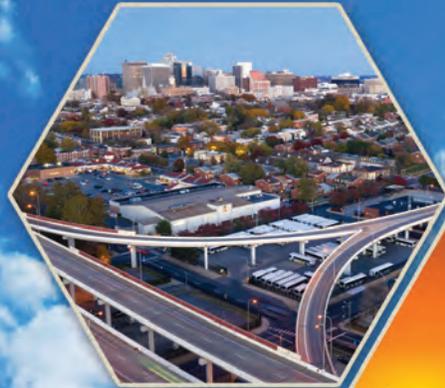


TRANSPORTATION FACTS 2018

DELAWARE



Delaware Department
of Transportation



DELDOT

Community Relations.....	(800) 652-5600 or (302) 760-2080
Finance	(302) 760-2700
Human Resources	(302) 760-2011
Planning	(302) 760-2111
Maintenance & Operations	
North District	(302) 894-6300
Canal District	(302) 326-4460
Central District	(302) 760-2424
South District.....	(302) 853-1300
Technology & Innovation Services.....	(302) 760-2099
Transportation Management Center.....	(800) 324-8379 or (302) 659-4600
Report a Road Condition.....	(302) 659-4600 or #77 from cell phone or (800) 324-8379
Delaware Transit Corporation.....	Wilmington (302) 577-3278 or Dover (302) 760-2800
Motor Vehicles	
Greater Wilmington.....	(302) 434-3200
Delaware City	(302) 326-5000
Dover.....	(302) 744-2500
Georgetown	(302) 853-1000
Motor Fuel Tax Administration	(302) 744-2711
Hauling Permits.....	(302) 744-2700
DMV Website	dmv.de.gov
Website	deldot.gov

DELAWARE TRANSIT CORPORATION

DART First State Statewide Bus Route & Schedule Information	(800) 652-DART (3278), Option 1
Paratransit/Demand Response	(800) 553-DART (3278), Option 3
Specialized transportation for individuals with disabilities	
Customer Relations	(800) 652-DART (3278), Option 2
SEPTA Wilmington/Newark Line Train Service.....	(800) 652-DART (3278), Option 1 or (215) 580-7800
Commuter train service connecting Newark, Churchmans Crossing, Wilmington, and Claymont to Philadelphia, PA	
RideShare Delaware & Guaranteed Ride Home Program	(888) RIDE-MATCH (743-3628)
Clean Commuting options, services, and an emergency ride home program	
Park & Rides/Park & Pools	(800) 652-DART (3278)
Designated parking lots available throughout the state to park your car and catch a bus or carpool	
Travel Training.....	(302) 760-2858
Learn how to ride public transit in one-on-one or group training sessions	
Website.....	DartFirstState.com

OTHER STATE AGENCIES

Delaware Department of Natural Resources & Environmental Control	(302) 739-9000
Delaware Department of Safety and Homeland Security	(302) 744-2680
Delaware State Police.....	(302) 739-5901
Office of State Planning	(302) 739-3090
State of Delaware Website.....	delaware.gov

OTHER ORGANIZATIONS

American Association of State Highway and Transportation Officials (AASHTO)	(202) 624-5800
Amtrak	(800) 872-7245
Delaware River & Bay Authority.....	(302) 571-6300
Delaware E-ZPass	(888) 397-2773 or (302) 678-7000
FHWA (Dover Office)	(302) 734-5323
Port of Wilmington, Delaware	(302) 571-4600
Red Light Violations.....	(844) 213-7033
SEPTA	(215) 580-7800
Transportation Research Board	(202) 334-2000
University of Delaware, Center for Applied Demography and Survey Research	(302) 831-6028
US Bureau of the Census (Philadelphia Regional Office).....	(215) 717-1800 or (800) 262-4236
US Army Corps of Engineers (Philadelphia District)	(215) 656-6728
US Department of Transportation - Bureau of Transportation Statistics	(800) 853-1351



Annual Report and Transportation Facts

A Guide for Stakeholders, Transportation Professionals, Elected and Appointed Officials

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Due to modernizing efforts, this will be the last year the full printed version of the DelDOT Annual Report and Transportation Facts will be produced.



Delaware Department of Transportation



Letter From Secretary
JENNIFER COHAN

On behalf of the Delaware Department of Transportation (DelDOT), I am pleased to present our 2018 Annual Report and Transportation Facts Report.

Maintaining and improving our multi-modal transportation system is imperative to our growing state, and the department is proud to have invested \$527 million into the state's transportation network in 2018 through

various capital projects and programs statewide. As a result, we administered and completed construction on over 40 projects as well as numerous road paving and rehabilitation projects throughout the state.

Ensuring the safety of pedestrians, bicyclists, motorcyclists, and motorists on our transportation network is paramount, and we continue to facilitate projects to eliminate fatalities and serious injuries. Our Strategic Highway Safety Plan serves as our blueprint for this multi-agency approach that utilizes education, enforcement, engineering, and emergency medical services strategies to reduce the number of incidents that are occurring and preventing future incidents from happening.

In 2018, we continued our work to improve Route 1 in Kent County with the opening of the South Frederica Grade Separated Interchange and broke ground on the NE Front Street Grade Separated Interchange in Milford, projects

that eliminate dangerous crossovers on our busy north/south corridor. We also continued our investment in our growing trail system with the opening of the Jack A. Markell Trail connecting Wilmington to New Castle, as well as new trail segments in the Dover area with the opening of the West Street and Brecknock Park trails. In our ongoing effort to make public transportation more easily accessible, we broke ground on the new Wilmington Transit Center that will provide a central transportation hub and amenities for riders in the Wilmington area when it opens in 2020. Additionally, we completed the design on more than 30 future projects that will improve our infrastructure in the years ahead.

Providing excellent customer service is at the heart of DelDOT and we know that keeping our citizens informed of the services we provide and the work being done on our transportation is critical, and we continue to utilize technology to serve our customers and keep motorists apprised of road conditions across the state with services we provide through our website and mobile apps, which have over 80,000 downloads.

As you will see on the following pages, there is a lot happening across our state, and I am proud to represent the over 3,000 men and women who work hard every day to deliver excellence in transportation.

Sincerely,

Jennifer Cohan
Secretary of Transportation

OUR GOALS

1. Minimize the number of fatalities and injuries on our roadways.
2. Build and maintain a nationally-recognized system benefiting travelers and commerce.
3. Provide every traveler with access and choices to our transportation system.
4. Provide every customer with the best service possible.
5. Minimize the environmental impact of the state's transportation system.
6. Achieve financial sustainability through accuracy, transparency and accountability.
7. Develop and maintain a place where talented and motivated employees love to work and can be national leaders in transportation.

OUR MISSION

Excellence in Transportation

Every Trip • Every Mode • Every Dollar • Everyone

Every Trip — We strive to make every trip taken in Delaware safe, reliable and convenient for people and commerce.

Every Mode — We provide safe choices for travelers in Delaware to access roads, rails, buses, airways, waterways, bike trails and walking paths.

Every Dollar — We seek the best value for every dollar spent for the benefit of all.

Everyone — We engage our customers and employees with respect and courtesy as we deliver our services.

THE DELAWARE DEPARTMENT OF TRANSPORTATION (DELDOT) ORGANIZATION

OFFICE OF THE SECRETARY

Manages the state transportation system to accomplish DelDOT's mission through executive leadership

DELAWARE TRANSIT CORPORATION

Designs and provides the highest quality public transportation services

DIVISION OF MOTOR VEHICLES

Ensures identity security, promotes safety on highways and cleaner air quality

FINANCE

Identifies, acquires and manages the fiscal resources necessary to support DelDOT in the accomplishment of its goals

HUMAN RESOURCES

Recruits, develops and retains a diverse, highly qualified workforce and ensures equity and fairness in all aspects of employment

MAINTENANCE & OPERATIONS

Maintains and operates a convenient, safe, efficient, cost-effective and environmentally-sensitive highway system

PLANNING

Provides comprehensive transportation planning and development coordination services to address mobility needs

COMMUNITY RELATIONS

Keeps public informed about important transportation issues throughout the state through various media and social media outlets

TECHNOLOGY & INNOVATION

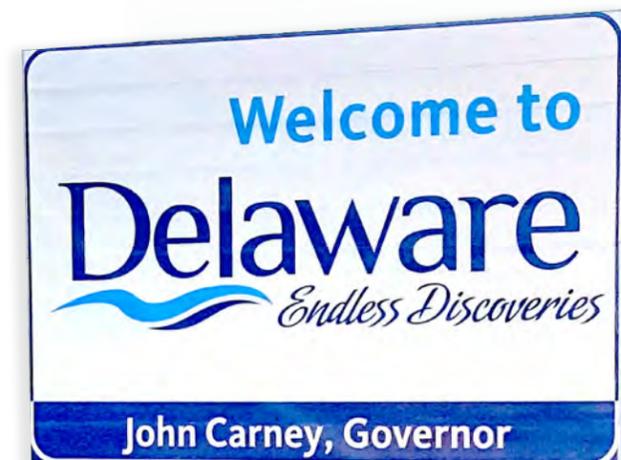
Provides comprehensive IT planning and development to support DelDOT in the pursuit of its goals

TRANSPORTATION SOLUTIONS

Develops and constructs safe, efficient and environmentally-sensitive engineering projects



Governor
JOHN CARNEY



INTRODUCTION

What we do

The Delaware Department of Transportation (DelDOT) is responsible for planning, designing, building and managing Delaware's statewide transportation system. The work we do affects the lives of Delawareans every day. DelDOT is responsible for:

- 13,972 lane miles of highways
- 1,764 bridges and one ferry
- Over 1,100 signals
- Over 300,000 signs
- Over 300 miles of fiber optic cable, over 700 Intelligent Transportation System (ITS) devices which includes 161 cameras
- Over 3,000 pedestrian signal push buttons
- 54 toll lanes
- 3,900 miles of ditches
- 1,671 miles of storm drains
- 67,428 drainage structures (inlets and manholes)
- 616 stormwater management facilities
- Average of 8,406 vehicles inspected each week
- 41 weekday and 25 weekend SEPTA trips in Delaware
- 254 fixed route buses
- 299 paratransit buses
- Over 55,000 potholes repaired

DelDOT provides bus, SEPTA commuter rail and paratransit services through the Delaware Transit Corporation (DTC) and DART First State, and is responsible for the Division of Motor Vehicles. DelDOT also takes an active role in implementing State, county and local plans. We shape more livable communities by helping to meet clean air and water mandates, assuring replacement of wetlands and assisting during weather events or other emergencies. In an average year, we:

- Mow 51,775 acres of grass
- Inspect 3,479 catch basins and storm drains
- Remove 4,195 illegal signs

Last year, DelDOT crews, volunteer groups from the Adopt-A-Highway (AAH) program and many inmates from the Delaware Department of Corrections gathered 58,000 bags of trash along more than 6,000 miles of Delaware's highways. Using inmate crews, along with the AAH volunteer groups, saves the State money that would otherwise come from the DelDOT operating budget.

TRANSPORTATION IN DELAWARE

A vital link in the regional transportation system

Delaware plays an important role in providing transportation connections to people and goods traveling in and through the busy Mid-Atlantic region. In addition to serving the transportation needs of the people of Delaware, our roads, bridges, water, rail and air connections carry passengers and freight through the Mid-Atlantic corridor and beyond to densely populated areas of New York, New Jersey, Pennsylvania, Maryland, Washington, DC and Virginia. No other state of similar size and population carries so much interstate travel on its roadways to destinations that are critical to the welfare of millions.

- Nearly 1.3 million combined Amtrak and SEPTA passenger trips move through Wilmington's Joseph R. Biden Station each year
- The Delaware Memorial Bridge carries over 35 million cars yearly and over 97,000 daily, on the twin spans that join Delaware and New Jersey
- The Newark Toll Plaza on I-95 had nearly 29 million vehicles in 2018, with an average of 79,000 daily
- The busiest segment of I-95 carries an average of 230,000 vehicles per day
- I-295 carries a daily average of 122,000 vehicles
- Segments of I-495 average 84,000 vehicles per day

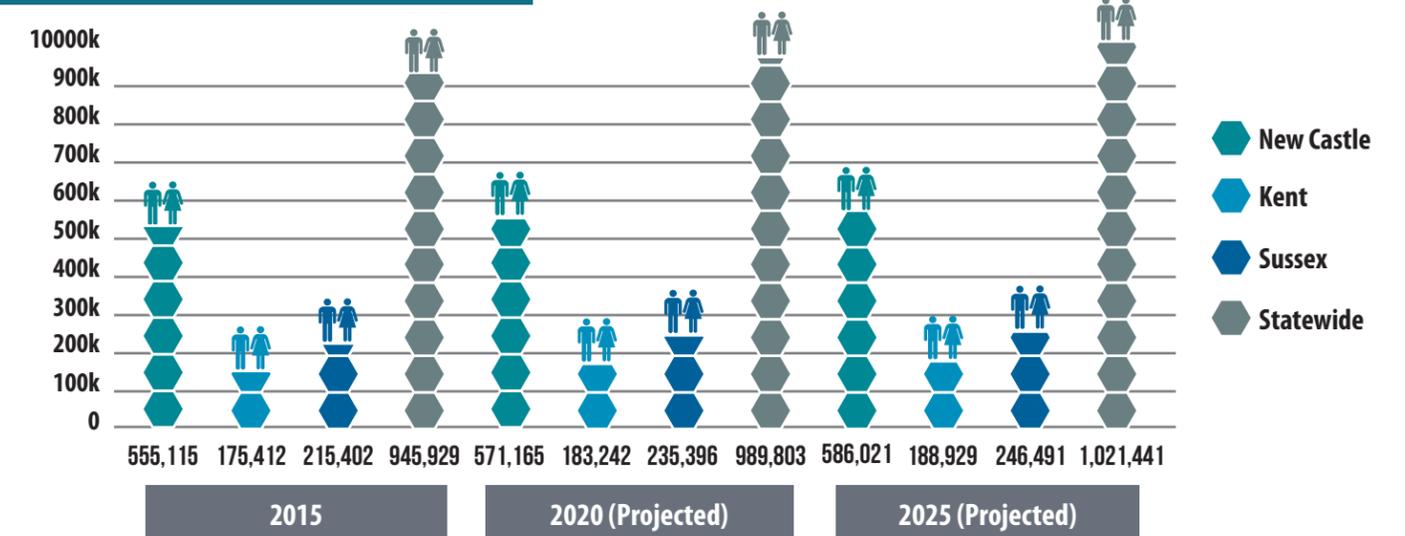


POPULATION

Delaware's population to exceed one million by 2025

In Delaware, the highest concentration of residents is in New Castle County; however Sussex County is experiencing the highest rate of growth. Between 2015 and 2025, it is projected that the population in New Castle County will grow six percent, while Kent will grow eight percent and Sussex will grow 14 percent.

Figure A.1
DELAWARE POPULATION, 2015-2025



Source: Delaware Population Consortium, 2018 Report

DELAWARE'S ROADWAY SYSTEM

DelDOT maintains approximately 90 percent of all roads in Delaware

As the capacity of freeways, expressways and major and minor roads increases in Delaware, so must the budget to maintain or repair them. Only 30 percent of Delaware's roads qualify for federal funds for rehabilitation and reconstruction projects.

Roads are measured in "lane miles." A one-lane road that runs for one mile equals one lane mile. If that same road has four lanes, it would occupy four lane miles. Currently, Delaware has 13,972 lane miles of roads. DelDOT is responsible for maintaining approximately 90 percent of the roads in the state. The national average of state-maintained roads is approximately 20 percent.

Figure A.2
LANE MILES IN DELAWARE, 2017-2018

	New Castle '17	New Castle '18	Kent '17	Kent '18	Sussex '17	Sussex '18
Interstate	257	257	0	0	0	0
Other Freeways & Expressways	132	134	110	110	0	0
Other Principal Arterial	555	557	120	120	497	497
Minor Arterial	396	394	292	292	115	112
Major Collector	521	524	376	376	732	732
Minor Collector	150	151	246	246	265	265
Local	3,675	3,679	2,164	2,170	3,352	3,356
Total Lane Miles	5,686	5,696	3,308	3,314	4,961	4,962

Source: DelDOT Planning



SECTION 1

OFFICE OF THE SECRETARY

The Office of the Secretary represents the Governor on issues involving transportation and provides leadership as the department strives to provide excellence in transportation by being a transparent, efficient and accountable institution in which safety, performance management and customer satisfaction are of highest priority.

KEY FUNCTIONS

- Provide leadership and direction to the department in support of the statewide Long-Range Transportation Plan
- Enhance working relationships between the department and various external groups, including but not limited to, other state agencies, the legislature, municipal governments, federal partners, surrounding states and civic associations
- Develop and maintain a Continuity of Operations Plan to ensure core business functions are performed during major disruptions of normal business activities
- Serve as steward of the department's financial functions, financial statement preparations and federal, state and department independent audit processes
- Conduct public relations activities that support the construction and maintenance of a nationally recognized system benefiting travelers and commerce
- Foster a workplace environment that embraces diversity and inclusiveness and encourages respectful treatment of all individuals
- Promote economic development as it relates to the growth of small and minority businesses
- Promote and display professionalism and ethical conduct in the public sector that will garner the public's trust
- Continue to explore opportunities to implement e-government initiatives to improve services for the business community and the public

CIVIL RIGHTS

DelDOT's Civil Rights Section is responsible for overseeing all external civil rights programs, insuring compliance with all federal and state civil rights and non-discrimination laws and requirements, and acting to move forward the goals and objectives of civil rights provisions. The Civil Rights Section oversees the following programs: Americans with Disabilities Act (ADA) Program, Contractor Compliance Program, Disadvantaged Business Enterprises (DBE) Program, Project SEARCH, Small Business Program and Supportive Services Programs (DBE and on-the-Job Training). The Civil Rights Section is the focal point for equal opportunity compliance activities and functions conducted throughout the state.

PROJECT SEARCH

DelDOT received the 2018 National Division on Career Development and Transition (DCDT) Employer of the Year Award for their work with the Project SEARCH Program. Project SEARCH takes students with intellectual and developmental disabilities from local high schools and gives them an opportunity to intern in various positions throughout the departments at DelDOT. The goal for each student participating in the program is competitive employment. The program provides real-life work experience combined with training in employability and independent living skills to help youths with disabilities make successful transitions from school to productive adult life. DelDOT is the first state agency to be a host site for Project SEARCH.

AUDIT

The Audit Section is responsible for ensuring that all projects and contracts adhere to state and federal guidelines for appropriate use of funds.

LEGISLATIVE OUTREACH

The primary responsibilities of the Legislative Liaison are to keep all of the elected officials abreast of all proposed projects in their legislative districts, as well as up to date on road closures and detours in their districts. The Legislative Liaison is also the primary point of contact for constituent concerns from the elected officials. During legislative session, the liaison will assist with researching and drafting legislation, before sharing the proposed legislation with legislators to gain their support.



DISADVANTAGED BUSINESS ENTERPRISE (DBE) PROGRAM

The US Department of Transportation (USDOT) DBE regulations require recipients of federal financial assistance to establish goals for the participation of disadvantaged businesses. The regulations also require states to certify the eligibility of DBE firms to participate in their USDOT-assisted contracts. DelDOT evaluates each of their USDOT-assisted contracts and establishes contract specific DBE goals to ensure nondiscrimination in federally-assisted projects.

THE MAJOR OBJECTIVES OF THE DELDOT DBE PROGRAM:

- To ensure nondiscrimination in the award and administration of all DelDOT contracts;
- To create a level playing field on which small businesses and DBE's can compete fairly for participation in federal-aid contracts;
- To ensure that the DBE Program is narrowly tailored in accordance with applicable federal and state law;
- To make certain that only firms that fully meet 49 CFR Part 26 eligibility standards are permitted to participate in our program;
- To help remove barriers to the participation of DBE's and small businesses in DOT-assisted contracts;
- To assist the development of firms so that they are able to compete successfully in the marketplace outside of the DBE Program;
- To achieve increased small business participation in federal-aid contracts through race and gender-neutral means



SECTION 2 DELAWARE TRANSIT CORPORATION

Delaware Transit Corporation (DTC) operates DART First State, offering a statewide network of transportation options. Services provided include fixed route, intercounty, seasonal bus, paratransit for people with disabilities, commuter train service contracted through SEPTA and RideShare Delaware's ride matching program.



ENHANCING THE CUSTOMER EXPERIENCE

DTC strives to be a leader in providing safe, reliable and convenient public transportation in Delaware by improving services, expanding mobility and access, increasing sustainability and in general, enhancing quality of life.

- DART buses reflect the highest standard of the industry, and introduce new and efficient alternative-energy technologies
- Transit centers, bus shelters and passenger amenities are continually updated to provide safe, comfortable waiting areas
- In-house development and launch of the DART Transit app
- Real-time bus information is available to passengers through the mobile app and digital displays at major stops
- Implementation of a modernized fare collection system, including mobile fare payments through DART Pass app
- Faster communication to our customers is available through social media, rider alerts, mobile app and DART website
- Key performance indicators are used to adjust service as demand warrants
- Expanding mobility options through coordination of services with other transit providers, social service agencies and emerging transportation providers

KEY SERVICES

Fixed Route Bus Service

DART offers local fixed route service to over 2,500 bus stops, nearly 300 shelters and 86 benches in each of Delaware's three counties, providing improved access to employment, education and medical opportunities. All buses are equipped with wheelchair lifts, bike racks and are air-conditioned.

Intercounty

DART offers connections statewide providing service between Wilmington and Dover; Newark and Dover; Dover and Lewes, and Dover and Georgetown. All routes connect to local bus services.

Seasonal

DART Beach Bus Services provide frequent, daily service from May to September serving Delaware's beach communities. This seasonal service offers efficient, cost-effective transportation options for residents, visitors and employees of the beach communities, while providing a pleasant experience. Ridership continues to climb each season.

Regional Connections

Services are coordinated to connect with other transportation providers including SEPTA, Amtrak, Cecil County Transit, Ocean City Transit, Delaware River and Bay Authority Ferry and Bus Operations, Intercity Buses (i.e. Greyhound, Trailways, Best Bus), Unicity (Newark) and University of Delaware.

Paratransit

Door-to-door service to qualified individuals is available with at least one day advanced reservation. Certification, as defined by the ADA, is required to use the door-to-door services. Individuals in need of transportation to or from renal care centers for dialysis treatment also qualify for paratransit door-to-door services. Individuals must also be certified through an application process.

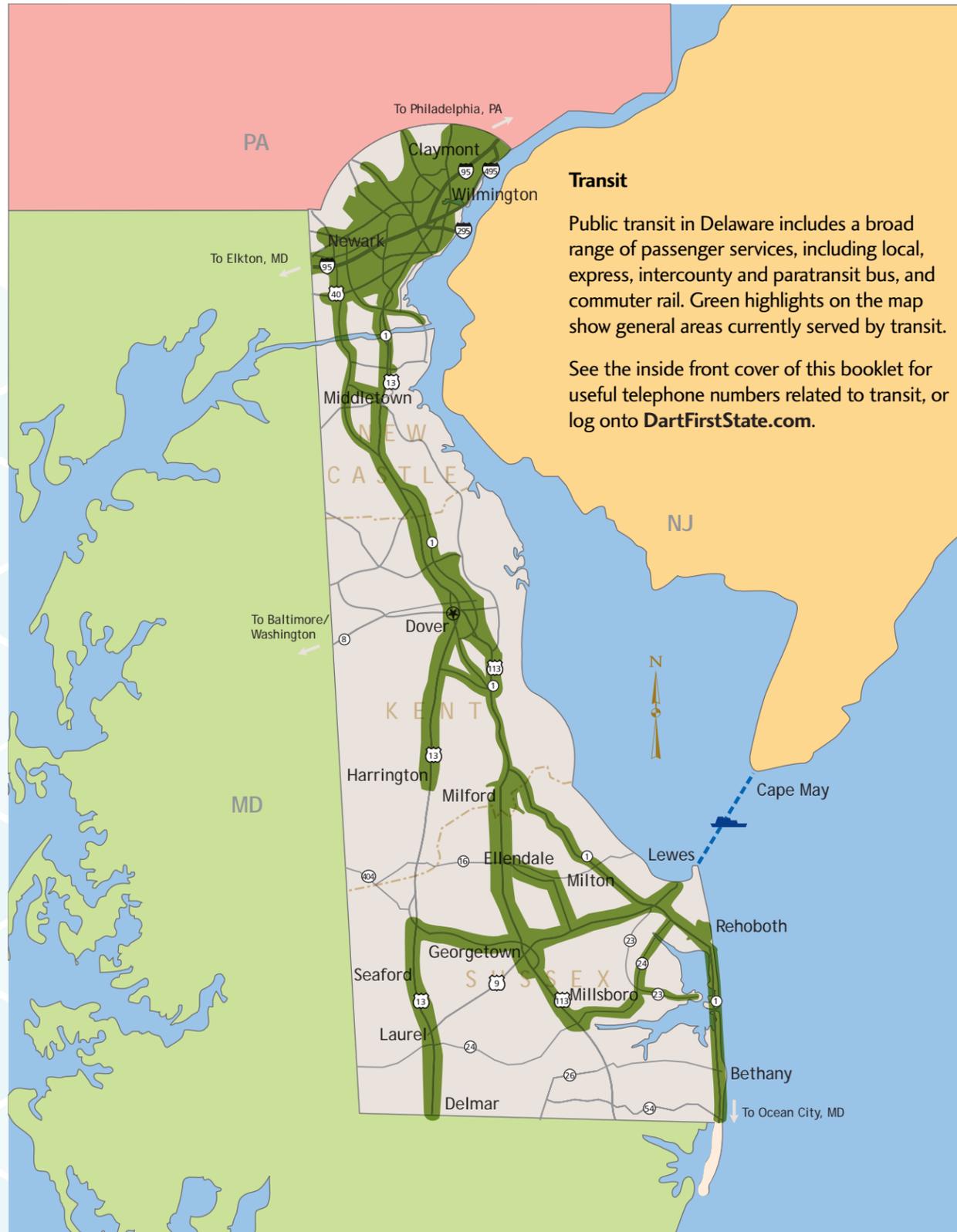
All of DART's regular fixed route buses are wheelchair accessible. Customers are encouraged, and in some cases required, to use the regular fixed route service whenever and wherever possible. Features such as voice announcements, wheelchair lifts, kneeling buses and low floor buses make using regular buses much easier for the elderly and individuals with disabilities. DART Flex Service is another option to Paratransit that provides regular bus service to designated bus stops, and has the flexibility to accommodate off-route, curbside pick-up and drop-off locations up to one mile off the regular route by reservation. DART offers free Travel Training services that help customers learn to use the regular fixed route system, enhancing mobility and increasing travel choices.

Figure 2.1
DART FIRST STATE BUS AND SEPTA RIDERSHIP, FY 2016-2018

	Fixed Routes	Paratransit	SEPTA	SYSTEMWIDE
2016	8,401,294	981,677	1,240,830	10,623,801
2017	7,512,218	953,234	1,128,094	9,593,546
2018	7,170,059	926,884	1,160,079	9,257,022

Source: DelDOT Delaware Transit Corporation

Figure 2.2
DART FIRST STATE TRANSIT SYSTEM COVERAGE MAP



Source: DelDOT Delaware Transit Corporation

PASSENGER RAIL SERVICE

SEPTA

Commuter train service is provided by the Southeastern Pennsylvania Transportation Authority (SEPTA) under a contract with DTC. Fully funded by DTC, SEPTA's Wilmington/Newark line provides weekday service between Center City, Philadelphia and the four Delaware train stations – Claymont, Wilmington, Fairplay at Churchmans Crossing and Newark, offering fully intermodal transit connections and wheelchair accessibility; weekend service is available to Claymont and Wilmington. All stations except Wilmington feature free Park & Ride facilities.

Amtrak

Approximately 90 Amtrak trains, primarily Acela Express and Regional trains, serve the historic Joseph R. Biden Jr. Train Station. Amtrak provides SEPTA and the DTC with access to Northeast Corridor tracks for commuter operations.

RAIL FREIGHT

CSX, Norfolk Southern, Short-Lines

Delaware has 282 total miles of rail lines, over which five companies provide rail freight service. CSX, Norfolk Southern and three short-line railroads carry shipments originating in, or terminating in, the state.

Coal, nonmetallic minerals and chemicals account for 67 percent of inbound shipments, while chemicals, transportation equipment and nonmetallic minerals make up 63 percent of outbound rail shipments. Much of the rail traffic that travels through Delaware is pass-through, or bridge traffic, that neither begins nor ends in Delaware.

Figure 2.3
DELAWARE TRAIN STATIONS



Source: DelDOT Delaware Transit Corporation
Note: All four stations in northern Delaware are served by SEPTA. Newark and Wilmington are also served by Amtrak.



SHARE THE RIDE!

Get Rewarded for Taking a Clean Commute

RideShare Delaware, a free public service of DART First State, offers commuter services for individuals who live, work or go to school in the state of Delaware, as well as business support and transportation benefit assistance to employers interested in implementing alternative commute options. The program promotes clean commuting modes, including transit, carpooling, vanpooling, walking, biking,

telecommuting and compressed work weeks. Benefits for commuters include carpool and vanpool matching assistance, transit information and resources for bicyclists, as well as an emergency Guaranteed Ride Home benefit for all clean commuting members. Through the RideShare Delaware website and app, commuters can track their mileage, pollution and cost savings, and log their clean commutes to earn points redeemable for discounts, prizes and raffles. Call 1-888-RIDE-MATCH (1-888-743-3628) or visit RideShareDelaware.org to learn more.

49 LOCATIONS MAKE IT EASY TO TAKE TRANSIT OR SHARE THE RIDE

Park & Ride and Park & Pool lots allow commuters and travelers to connect with trains, buses, shuttles, and car or van pools.

Figure 2.4
DELAWARE PARK & RIDE/PARK & POOL MAP



Source: DelDOT Delaware Transit Corporation

Get a Bus Bonus

with RideShare Rewards

1

VISIT

RideShareDelaware.org
or download our app

2

LOG

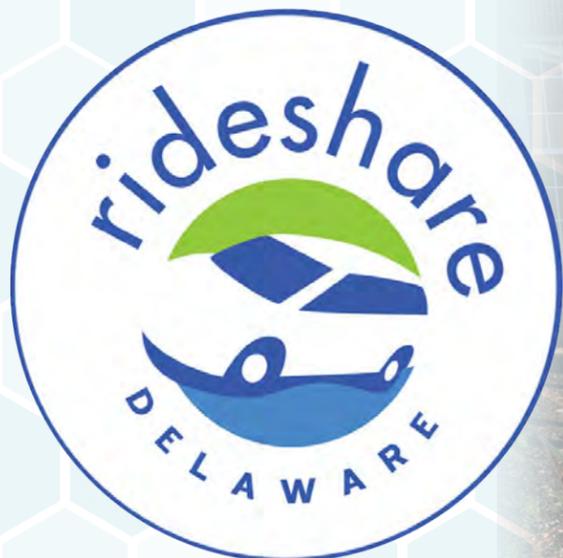
bus commutes
to earn points

3

REDEEM

your points to
get rewards

Win \$100 or other prizes!





SECTION 3 DIVISION OF MOTOR VEHICLES

The Division of Motor Vehicles (DMV) continues to be one of the most visible agencies in State government serving a customer base of more than 930,000 registered vehicles and more than 763,000 driver license and identification card holders.

The Division's nearly 700 employees are responsible for collecting over \$541 million annually for the Transportation Trust Fund. The revenue generated by our services supports the DelDOT Transportation Trust Fund and is used for the operation of the State transportation system.

DMV offices in Delaware City, Dover, Georgetown and Wilmington process over 1.6 million customer transactions annually, nearly 160,000 of which are conducted online. The Biddles Corner, Dover and Newark toll plazas combined with the Boyd's, Denney's and Smyrna ramps, host more than 72 million vehicle trips each year and 75 percent of those trips are utilizing E-ZPass.

The DMV issues driver licenses, Driving Privilege Cards and identification (ID) cards, which requires staff to screen applicants and identification documents (birth certificates, passports, etc.) to ensure that they meet legal state and federal standards. The Division also conducts knowledge and skills examinations to certify that drivers meet the standards to operate motor vehicles. This includes motorcycle, commercial vehicle and school bus licenses and exams.

DMV also issues motor vehicle titles and registrations and inspects vehicles for compliance with safety and emissions standards. DMV tests fuel and equipment at gas stations to ensure compliance with quality and environmental laws. Other vehicle related responsibilities include overseeing the collection of motor fuel taxes and licensing almost 800 automobile dealers across the state.

DMV also maintains the E-ZPass toll-collection system and oversees operations of the Biden Welcome Center and the E-ZPass Customer Service Center (CSC) in downtown Dover. The E-ZPass CSC handles nearly 800,000 customer inquiries annually via face-to-face interactions, phone calls and online chats.

KEY ACCOMPLISHMENTS IN 2018

Safe Selfie

In August 2018, the DMV installed "Safe Selfie Zones" in each of the four locations. The Safe Selfie Zones feature a fun, colorful backdrop for new drivers to use when photographing selfies as an alternative to photographing their driver license. The Safe Selfie Zones allow new Delaware drivers to share the news of obtaining their driver license with family and friends on social media while keeping their private information, such as their driver license number and home address, secure.



It was observed that newly licensed drivers were posting "selfies" on various social media channels that showed personal identifiable information that could be stolen and used without the individual's permission. To address this issue, the DMV Communications team designed the Safe Selfie Zones and designated the hashtags #SafeSelfie and #NewDEDriver to further promote DelDOT and DMV's commitment to help keep the personal information of Delaware residents secure.

Medical Indicator

On August 8, 2018, the DMV began incorporating a medical indicator onto the Delaware driver licenses and identification cards. Displayed on the front of the DL/ID card, the medical indicator identifies an individual's self-reported condition, and allows law enforcement officers and first responders to adjust their procedures/approaches to ensure the physical and mental well-being of involved parties.

New DL/ID Card Design

The new, more secure, card design for driver license and identification cards (DL/ID) was released on June 4, 2018. The new design release was part of the DMV's continuous effort to provide customers with the latest in available document security to combat fraudulent attempts to alter or replicate an authentic DL/ID. New features include Legislative Hall prominently displayed on the front of the license, a new look for the federally compliant gold star, and images including a blue hen on the back of the card. Keeping Delawareans personal data and information secure is a top priority.

Mobile Driver License, mDL

In March 2018, the mobile driver license (mDL) pilot study was launched and included approximately 200 state employees and stakeholders. The pilot produces the State's physical driver licenses and identification cards in a mobile format and was designed to test user acceptance and new innovative features that can only be achieved with an mDL.

Features of the mDL being tested include:

- Enhanced privacy for age verification – no need to show a person's address, license number and birthdate, the mDL will verify if the person is over 18 or 21 and display a photo.
- Law enforcement use during a traffic stop – the mDL will allow law enforcement officers to electronically request an individual's driver license information prior to walking to the vehicle.
- Business acceptance – understanding how businesses that require identification or age verification interact with the mDL will be advantageous throughout the pilot.
- Ease of use – ensuring the mDL is able to be presented to any organization without difficulty.
- Secure access – the mDL is only unlocked and accessible by the mDL holder. The mDL is accessed through an app on the owner's smartphone and is opened/unlocked by entering a user-created pin number or using facial recognition.

DELAWARE TOLL SERVICES

The DMV/Toll Operation is responsible for the safe, efficient and environmentally sensitive network of toll plazas that offers a variety of convenient, cost-effective options for processing all vehicular traffic. Delaware has three main toll plazas: Newark Toll Plaza, Biddles Toll Plaza and Dover Toll Plaza. All main toll plazas have both staffed cash and E-ZPass lanes as well as E-ZPass accessible dual highway speed lanes in both the North and South directions. All three main toll plaza locations provide customer service lobbies where E-ZPass accounts can be opened and serviced. In addition, most DMV services can be completed at all Toll Locations. Delaware E-ZPass Customer Service Center walk-in service and telephone assistance (888-EZPassDE or 888-397-2773) are available Monday through Friday 7 a.m. to 7 p.m. and Saturday 8 a.m. to 2 p.m. The Service Center is located at 22-24 West Lockerman Street, Dover, DE 19904.

2018 E-ZPASS STATS



Total E-ZPass Utilization = **75.4%**
 Total Transactions Completed = **72 million**
 Total Customers served at E-ZPass Customer Service Center = **20,884**



Newark Toll Plaza	Biddles Toll Plaza	Dover Toll Plaza
Located on I-95 south of the Route 896 interchange.	Located on State Route 1 just south of the Senator William Roth Bridge.	Located adjacent to the Dover Downs and Dover International Speedway.

DELAWARE DRIVING HABITS

Population, drivers, registered vehicles and miles traveled all increase

Population and licensed drivers in Delaware have continued to rise. From 2017 to 2018, population has increased by over 5,000. In 2018, there were over 14,000 more licensed drivers than the previous year. There were over 4,000 more vehicles registered in Delaware in 2018 versus 2017. There was a decrease in vehicle miles traveled from 10,467 billion miles in 2017 to 10,188 billion miles in 2018.

Figure 3.1
POPULATION, DRIVER, VEHICLES & MILES TRAVELED, 2016-2018

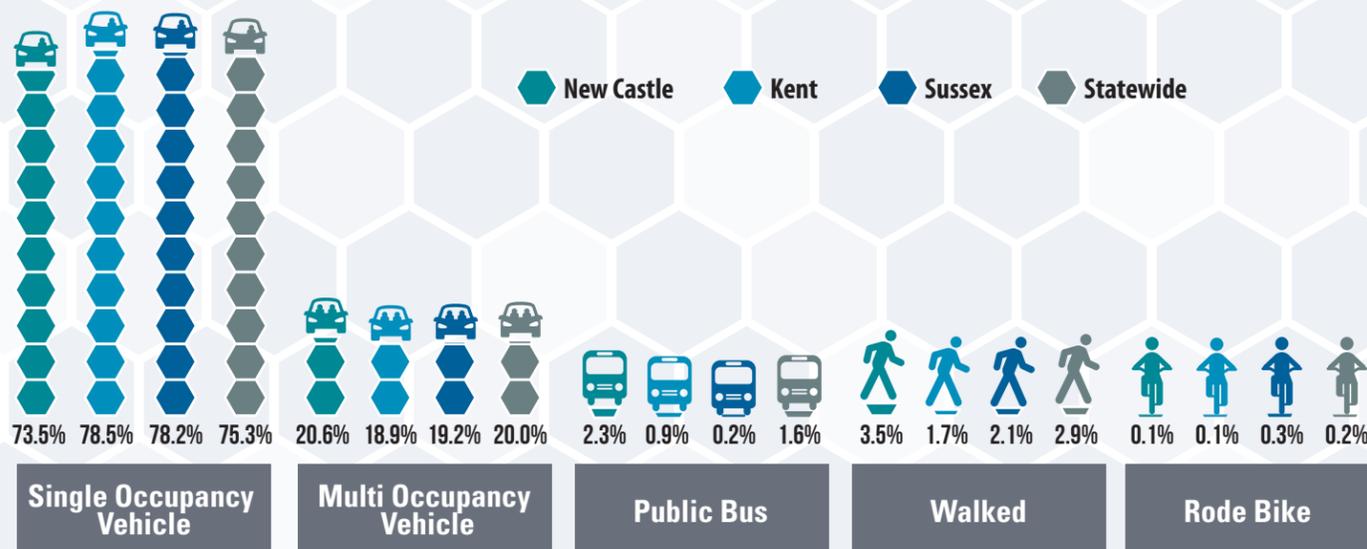
	Population	Licensed Drivers	Registered Motor Vehicles	Motor Vehicle Mileage (in billions)
2016	954,077	697,536	909,609	10,151
2017	961,939	713,205	926,371	10,467
2018	967,171*	727,564	930,665	10,188

Source: US Census Bureau, Delaware Division of Motor Vehicles, 2018
*Estimate population

How Delawareans commute to work, 2014-2018

Most Delaware workers continue to commute alone in their vehicles. A survey by the University of Delaware shows carpooling is most popular in New Castle County. Statewide, an average of four percent use alternative transportation to get to and from work.

Figure 3.2
JOURNEY TO WORK AVERAGE, 2014-2018 PERCENT OF PERSONS 16 YEARS AND OLDER

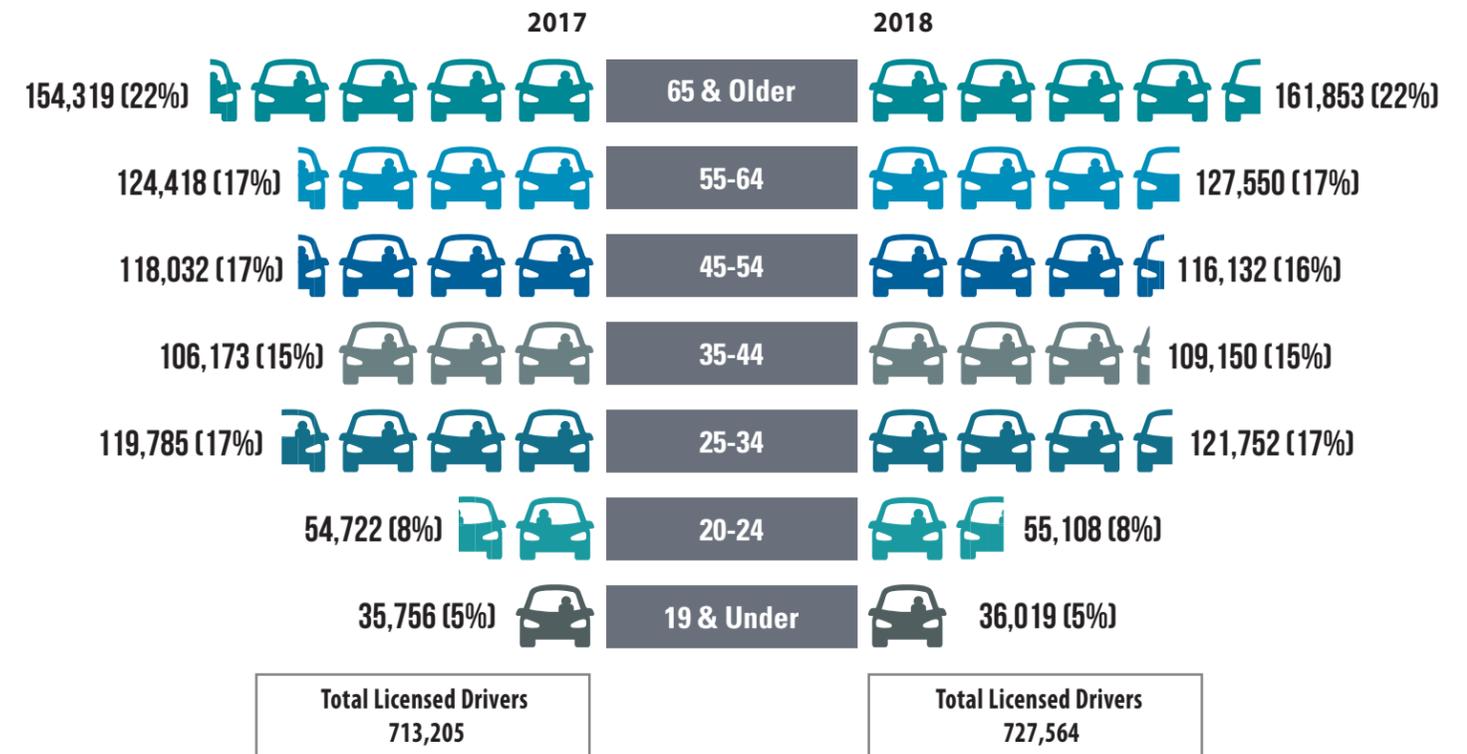


Source: Center for Applied Demography & Survey Research, University of Delaware

What age are drivers?

In 2017 and 2018, the proportionate age of licensed drivers in Delaware remains basically the same, however, there was a larger increase in the 65 and older category with over 7,000 additional drivers in 2018. Younger drivers, ages 16-24, represented 13 percent of all Delaware drivers.

Figure 3.3
AGE OF LICENSED DRIVERS, 2017-2018



Trucks play an important role in Delaware commerce

Drivers holding commercial drivers licenses (CDL) increased in 2018 to 30,532 from 29,811 in 2017. Local commercial carriers serve automotive, agricultural, chemical and other industries, delivering an endless variety of goods, parcels and mail – both in and out of the State – to wholesalers, retailers and residents. Delaware’s sizeable poultry industry depends on trucks to get chickens to market quickly, and trucks provide needed inventory to local businesses. Light trucks (under 10,000 pounds gross vehicle weight) are used extensively in Delaware’s construction, agricultural and service industries.

Figure 3.4
LICENSED COMMERCIAL DRIVERS, 2016-2018



Source: Delaware Division of Motor Vehicles, 2017

Miles traveled decreases to 10.2 billion, down from 10.5 billion in 2017

Vehicle Miles Traveled (VMT) measures the annual average miles traveled by all vehicles in an area for a specified time. Since 1980, VMT in Delaware has been increasing dramatically – from 4.2 billion miles traveled in 1980 to an all-time high of 10.5 billion in 2017. The average annual miles has decreased from 10.5 billion in 2017 to 10.2 billion in 2018.

Figure 3.5
AVERAGE ANNUAL VEHICLE MILES TRAVELED, 2016-2018

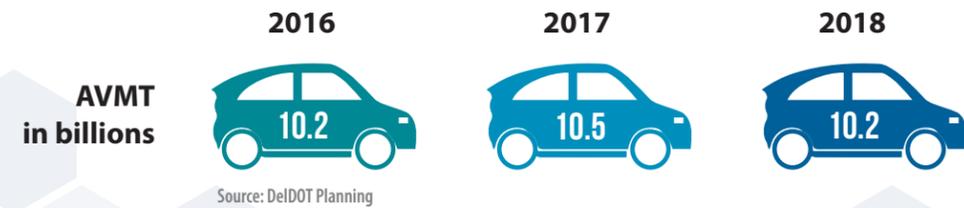
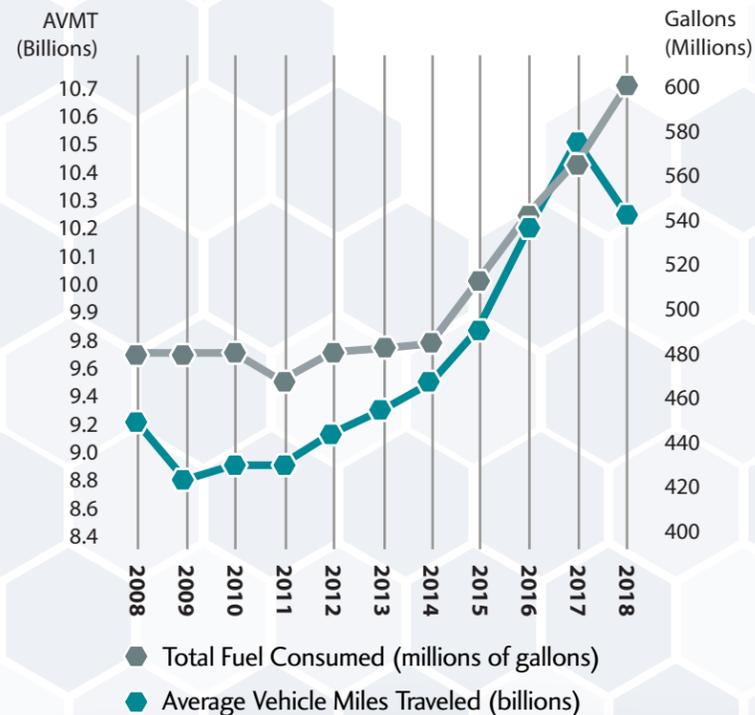


Figure 3.6
FUEL CONSUMED VS. AVERAGE VEHICLE MILES TRAVELED, 2008-2018



Fuel consumption increases

In 2018, Fuel Consumption vs. Average Vehicle Miles Traveled (AVMT) shows an increase in gallons and decrease in miles. As Figure 3.6 illustrates, fuel consumption rose from 2017 to 2018, increasing from 569 million gallons to 601 million gallons. AVMT decreased from 10.5 billion miles, to 10.2 billion miles.

MEETING CLEAN AIR STANDARDS

The enactment of the 1970 Clean Air Act under President Nixon and the passage of the 1990 Clean Air Act Amendments under President Bush resulted in major shifts in the federal requirements for transportation agencies. These laws created linkages between national air quality standards, vehicle emissions (or, exhaust gases from internal combustion engines) and transportation project funding.

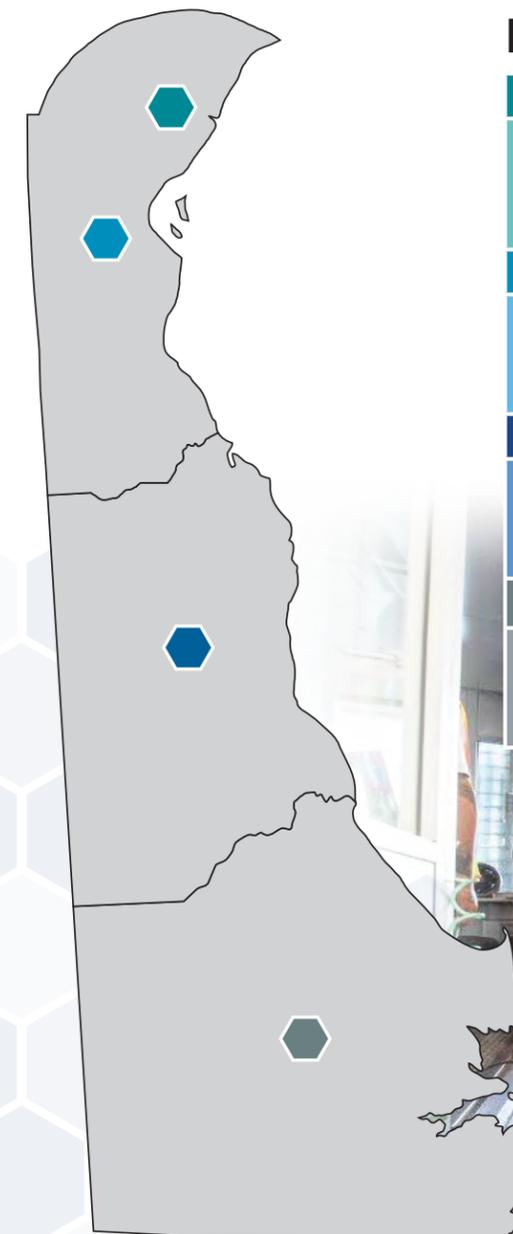
Delaware is one of about 40 states with air pollution levels higher than those allowed by federal health standards. Because of that designation, Delaware has chosen to manage vehicle-generated emissions through the regularly scheduled motor vehicle inspection program.

Cars and trucks create approximately one-third of the volatile organic compounds (called "VOC's" which are hydrocarbons or fuels that pass through the engine) that are released into the atmosphere.

The emissions testing that is done at DMV locations throughout Delaware ensures vehicles are able to operate safely, but also within specified levels. Standards set by the Delaware Department of Natural Resources and Environmental Control (DNREC), Air Quality Section, must be met as part of "passing" the inspection test and to receive a vehicle registration renewal. Newer vehicles still within their first six model years of age are excluded from emissions testing, as are gasoline-engine vehicles manufactured before 1968, diesel-fueled vehicles manufactured before 1997 and motorcycles. There is no charge for emissions testing or rechecks.

DIVISION OF MOTOR VEHICLES LOCATIONS AND NUMBERS

Location	Address	Phone
Greater Wilmington	Immediately south of the Rt.13 and I-495 Interchange. Turn from Rt.13 onto Hessler Boulevard, which leads straight into the DMV.	Phone: (302) 434-3200
Delaware City	Just south of Rt.13 and Rt.72 intersections, with access from Rt.1 at Exit 152 north or southbound.	Phone: (302) 326-5000
Dover	On Transportation Circle, behind the DelDOT building on Rt.113, just south of the Rt.13 and 113 split.	Phone: (302) 744-2500
Georgetown	West of Georgetown on South Bedford Street extended, and just before the Rt.113 intersection.	Phone: (302) 853-1000





SECTION 4 FINANCE

To enable DeIDOT to achieve its mission, the Finance Division must provide sound and comprehensive financial management. Our services, such as decision analysis and accounting, affect every aspect of the Department. We manage revenue, capital projects, operating expenses, appropriations and grants.

KEY SERVICES

Every decision has financial implications. To enable DeIDOT to achieve its mission, the Finance Division provides comprehensive financial management. We manage and account for the Department's cash, revenue, debt financing, appropriations, grants, capital projects and operating expenses. The primary goals for Finance are:

- Ensure proper control around receipt and disbursement of funds
- Ensure that the agency is adequately and efficiently funded
- Maintain the agency's investment grade credit rating
- Accurately account for and report the agency's activities and performance in timely and meaningful ways while meeting federal and state requirements
- Develop and manage the operating and capital budgets, including federal transportation appropriations and grants that support goals and other key departmental objectives
- Develop and maintain a financial accountability framework throughout the agency

Revenue sources

Funding for transportation programs and services comes primarily from the Transportation Trust Fund, the Federal Highway Trust Fund, the Federal Transit Administration (FTA), and on occasion and as circumstances warrant, Delaware Transportation Authority bond issues. In 2018, Transportation Trust Fund revenues increased \$5.8 million (1.0 percent) to \$560.4 million while federal funds increased by \$18 million to \$233.9 million.

US 301 financing

In 2015, both a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan and a US 301 Toll Revenue Bond were acquired specifically for financing the US 301 project.

Transportation Trust Fund (TTF)

The Department has overall responsibility for coordinating and developing comprehensive, multi-modal transportation planning and policy for the State. In 1987, the Transportation Trust Fund (TTF) was established to provide a dedicated source of revenue to finance the construction and maintenance of Delaware's transportation system. The TTF is the recipient of revenue generated by DeIDOT's operations: primarily tolls, motor vehicle and driver fees, and motor fuel taxes. These funds are prioritized toward the Department's debt service requirements followed by operating expenditures and capital project expenditures. As a policy, at least 50 percent of the State Capital Transportation Program (CTP) must be funded through resources available after expenses; the other 50 percent may be financed.

Figure 4.1
MAJOR SOURCES OF TRANSPORTATION REVENUE IN DELAWARE (IN MILLIONS), FY 2016-2018

	Trust Funds	Federal Funds
2016	530.5	217.7
2017	554.6	215.9
2018	560.4	233.9

Source: Trust Fund Administration, Audited Financial Statements & Accounting Federal Fund Receivables

Figure 4.2
TRANSPORTATION TRUST FUND REVENUE (IN MILLIONS), FY 2017-2018

	FY 2017	Percent	FY 2018	Percent
Toll Revenue: I-95*, SR 1	\$197.50	35.60%	\$197.10	35%
Motor Fuel Tax	\$129.60	23.40%	131.90	24%
Motor Vehicle Document Fee	\$116.30	20.90%	\$116.20	21%
Motor Vehicle Registration Fee	\$54.50	9.80%	\$55.30	10%
Other DMV Fees	\$42.70	7.70%	\$40.60	7%
Miscellaneous Revenue	\$13.70	2.50%	\$12.50	2%
Interest Income	\$0.30	0.10%	\$6.80	1%
Total	\$554.60	100.00%	\$560.40	100.0%

* FY 2017 includes a concession revenue of \$2.6 million.
Source: Trust Fund Administration, Audited Financial Statements

Transportation Trust Fund income sources

Motor fuel taxes, toll revenue and motor vehicle document fees are the primary sources of income to the TTF. Vehicle registrations, title fees and driver license fees are also dedicated to the trust fund. Motor fuel tax revenue is derived from State taxes imposed on gasoline and special fuels. Fuel distributors and dealers collect these taxes and pay them to the State. Taxes have held steady at \$0.23 per gallon on gasoline and \$0.22 per gallon on special fuels since 1997.

Federal Highway Administration funding

On December 4, 2015, President Obama signed the Fixing America’s Surface Transportation (FAST Act; Public Law No. 114-94). This was the first federal law in over a decade to provide long-term funding certainty for national surface transportation infrastructure planning and investment. The FAST Act authorizes \$305 billion over Fiscal Years 2016 through 2020 for highways, motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, research, technology and statistics programs.

The FAST Act maintains the national focus on safety, keeps intact the established structure of the various highway-related programs, continues efforts to speed up project delivery and, for the first time, provides a dedicated source of federal dollars for freight projects. With the enactment of the FAST Act, states and local governments are able now to move forward with critical transportation projects.

Federal Transit Administration funding

Federal Transit Administration funds support urban and rural transit, clean fuels, Metropolitan Planning Organization (MPO) and State planning, fixed guideway (SEPTA in Delaware), elderly, disabled, New Freedom Funds and Welfare-to-Work programs.

Federally funded transportation programs

Federal funding is provided through a number of programs:

- **Highway Safety Improvement Program**
Identifies accident patterns and creates solutions to reduce the number and severity of accidents on our highways.
- **National Highway System**
In Delaware, 338.19 miles of roadways are designated as part of the National Highway System targeted for federal funds.
- **Surface Transportation Program**
These funds may be used for a variety of projects, both highway and transit, on any roads not classified as local or rural minor collectors.
- **Transportation Enhancements Program**
Typical projects include bicycle and pedestrian facilities, preservation of historic transportation structures and beautification of transportation-related projects.

● **Congestion Mitigation and Air Quality Improvement Program**

Since the entire State has been designated as a non-attainment area, Delaware is eligible for these funds. Money may be used for a variety of programs to improve air quality.

● **Bridge Replacement and Rehabilitation**

This program provides funds to states for the replacement or rehabilitation of unsafe bridges due to structural deficiencies, physical deterioration or functional obsolescence.

● **State Planning and Research Program**

These funds are used by the Department to undertake community based transportation plans and studies, data collection and analysis activities, and to support a variety of transportation-related research efforts.



Figure 4.3
FHWA APPORTIONMENTS, FY 2017-2018 (IN MILLIONS)

	2017	2018
Congestion Mitigation/Air Quality	11.4	11.8
Discretionary/Earmarks	0.0	0.0
Bridge	1.9	1.8
National Highway System (NHS)	88.6	101.3
National Highway Freight Program	4.3	5.0
Interstate Maintenance	0.0	0.0
Planning	5.0	5.3
High Priority Projects/Minimum Guarantee/RABA	12.4	12.8
Recreational Trails/Scenic Highways	3.5	3.8
Surface Transportation Program	41.4	43.0
Miscellaneous	1.5	1.4
Emergency Relief Program	2.4	0.0
Total	172.4	186.2

Source: DeIDOT Finance

Figure 4.4
FTA APPORTIONMENTS, FY 2017-2018 (IN MILLIONS)

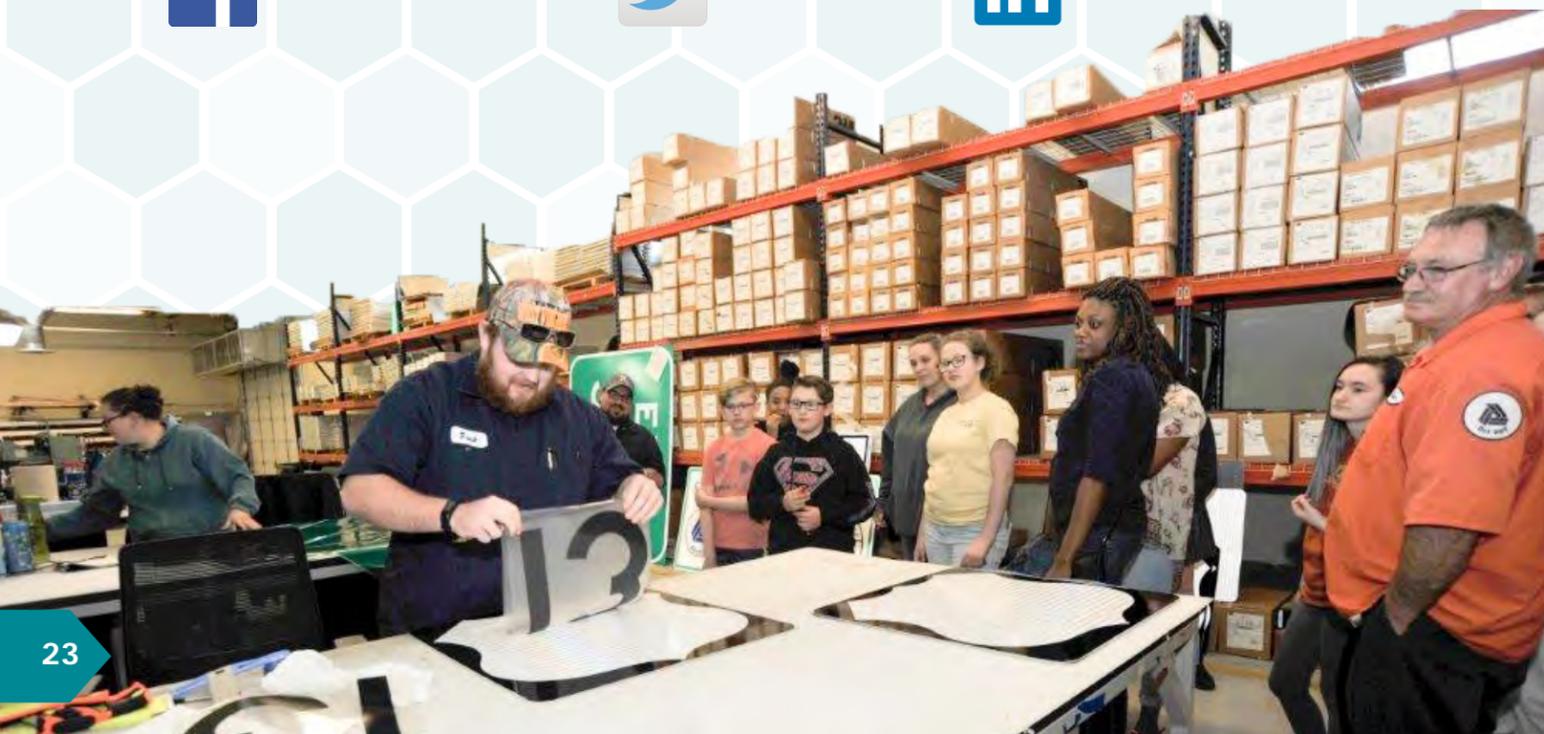
	2017	2018
Discretionary	2.8	10.8
Urban	17.0	16.9
Rural	1.8	1.9
Elderly, Disabled & New Freedom Funds	0.8	0.8
MPO & State Planning	0.0	0.0
Fixed Guideway (SEPTA)	1.7	1.9
Total	24.1	32.3

Source: DeIDOT Finance



SECTION 5 HUMAN RESOURCES

The Division of Human Resources (HR) is responsible for the recruitment, training, retention, and succession planning of a multi-generational workforce of over 2,500 employees. This Division is committed to providing high quality service to all potential, current and previous employees and to treating these individuals with respect and personalized assistance.



KEY ACCOMPLISHMENTS

DelDOT is fortunate that we have employees who are dedicated to our mission. However, we still face retention and recruitment issues. With approximately 30 percent of our workforce eligible to retire, HR focused most of its 2018 efforts on staffing.

HR developed various resources, training and guidance to help the Department implement more effective recruiting strategies. This included utilizing social media as a recruiting tool and continuing to implement strategies to conduct focused recruitment and improve our Equal Employment Opportunity (EEO) statistics. HR attended specific higher education school job fairs for engineering and diversity, attended four Congressional/Active Military/Veteran job fairs, and persistently reached out and partnered with the Employer Support of the Guard and Reserve (ESGR) to provide advanced notification of postings for Veterans and their families. HR also continued to work with DHR to create promotional videos using a variety of classifications, particularly with our Equipment Mechanics and Equipment Operators which experience high turnover and recruitment issues.

The Division worked with management to attract college and high school students for co-op and internship opportunities. HR attended eight high school/middle school job fairs in the hopes of sparking interest in the transportation field. In doing so, HR created a Roundtable with DelDOT hiring managers/supervisors and New Castle County Vo-Tech School Instructors and Counselors from Del Castle, Hodgson, St. Georges and Howard Vo-Tech schools. The Division also coordinated with Job Placement Coordinators and created Job Readiness Assemblies at Poly Tech High School and St. Georges High School. HR's efforts were recognized by being awarded an Outstanding Service Award from the Delaware Advisory Council on Career and Technical Education for contributing to education, training and career opportunities to the citizens of Delaware. HR also partnered with the Wilmington Minority Mentoring Program to provide a summer internship for a high school student.

The Division worked closely with management to ensure their current and future workforce issues and demands were being addressed. HR was able to complete and receive approval for 38 requests for Critical Reclassifications to meet programming issues; this represented a 111 percent increase compared to 2017. HR also partnered with the Department of Human Resources (DHR) and created a new process to accelerate approvals for 30 additional Maintenance and Operations Equipment Operator 4 (M & O EO IV) positions which resulted from meeting with staff and management.

HR continues to create new innovative solutions to quickly and effectively develop the workforce competencies that are essential to all employees including, but not limited to: communication, diversity awareness, and respectful behavior. The Division offered training to 2,616 participants in 2018. HR also secured Blue Collar Funding for "Workplace Spanish" for the DMV front line, resurrected the partnership with Polytech Adult Education for welding training and reestablished the Engineer-in-Training (EIT) program with a scheduled orientation to take place in the beginning of 2020. The Training and Education Team continued to support leadership development by presenting the following workshops for the 2018 Leadership Academy: The Art of Communication; Tools for Leaders; Fish Philosophy; Inclusion; Recognition—Why It Matters and Having a Presence.



WHY WORK FOR DELDOT

- INVEST IN YOUR COMMUNITY
- LEARN HOW THINGS WORK
- MAKE A DIFFERENCE IN THE LIVES OF OTHERS
- ADVANCE YOUR CAREER
- GROW PROFESSIONALLY BOTH ON THE JOB AND THROUGH OUR STRATEGIC MENTORING PROGRAM
- SEE THE RESULTS OF YOUR WORK



SECTION 6 MAINTENANCE & OPERATIONS

The Maintenance and Operations Division (M&O) is responsible for the daily operation and maintenance of Delaware’s multi-modal transportation network. M&O is responsible for maintaining 90 percent of the state’s roadways and the nearly 5,700 pieces of equipment required to complete its various tasks.

M&O manages the statewide Community Transportation Funds program, which provides a fixed amount of funds annually to each State legislator to be used to meet the transportation needs of their constituents. M&O also manages the Snow Removal Reimbursement program, reimbursing civic associations for a portion of the cost of snow removal for snow events.

Some of the responsibilities include roadside vegetation, mowing, snow plowing and landscaping. In addition, M&O oversees guardrail and bridge repairs, maintains overhead lighting, issues permits for advertising and roadside control, as well as utility and entrance permits. Newly constructed subdivisions are inspected by M&O to ultimately be accepted into the state maintenance system. They also manage Delaware Department of Natural Resources and Environmental Control (DNREC) environmental compliance permits for 17 maintenance yard locations and two Environmental Protection Agency (EPA) permits for New Castle and Kent Counties that promote water quality improvement.

Each day, M&O helps move the public along by:

- Repairing potholes
- Cleaning drainage systems
- Sweeping roadways and shoulders
- Removing litter
- Sealing highway joints and cracks
- Fixing concrete and asphalt paving
- Removing bumps and road resurfacing

KEY ACCOMPLISHMENTS

In 2018, DelDOT partnered with other organizations to create more pollinator habitats along Delaware’s roadways. To support pollinators, DelDOT began incorporating more native species and clover into its seed mixes and has transitioned to a reduced mowing regime. DelDOT’s pollinator efforts reflect the agency’s commitment to environmental stewardship and to stay in line with industry practices, which increasingly recognize the ecological value of roadsides.

ROAD MAINTENANCE IS A PRIORITY

Emphasis has shifted from building to maintaining roads

Our State’s roads and bridges are valued at over \$5billion. When it comes to maintaining this valuable highway infrastructure, the old adage that “an ounce of prevention is worth a pound of cure” is definitely true. Timely maintenance extends the life of existing roads and bridges and saves five times the cost of replacing the roads.

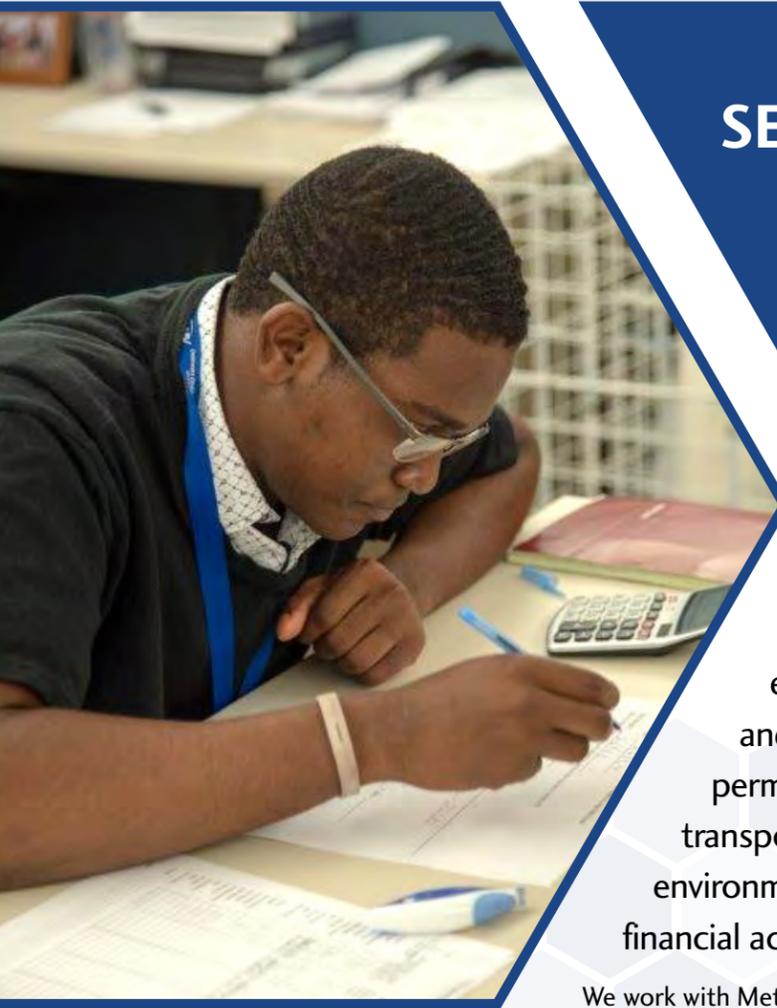
Comparison of maintenance costs

Preventive road maintenance extends the life of our roadways and alleviates the need for major repairs. Preventative maintenance costs are relatively inexpensive when compared to those of road reconstruction. Crack sealing is one example of practices used to extend the life of our pavement.

Figure 6.1
TOTAL NUMBER OF POTHOLES REPAIRED, JANUARY 2018 - DECEMBER 2018

County	Total Potholes	Total Cost
New Castle	17,270	\$665,473.40
Kent	13,903	\$380,995.51
Sussex	23,967	\$485,514.96
Statewide Total	55,139	\$1,531,983.87





SECTION 7 PLANNING

The Division of Planning addresses the transportation needs of Delaware residents and visitors alike. Our mission is to provide excellence in transportation through an inclusive and comprehensive transportation planning and permitting process that seeks solutions to the State's transportation needs by balancing safety, choice, environmental stewardship, economic development, financial accountability and quality of life.

We work with Metropolitan Planning Organizations (MPOs) partners, local governments and other stakeholders to identify and define transportation problems within our own State. When appropriate, we work with planners in

neighboring states to identify and define transportation problems within our region. Within legal, financial and environmental limits, we strive to provide opportunities for our customers to travel by foot, bicycle, motor vehicle, by public transit and by other means of travel.

The Division works with other state agencies to inform local governments about changes in land use. We provide technical advice about proposed policies and standards, comprehensive plans, zoning and re-zoning. We also review site plans and issue entrance permits for access onto state maintained roadways.

Wilmington Area Planning Council (WILMAPCO)	Dover/Kent County MPO	Salisbury/Wicomico MPO
Tigist Zegeye, Executive Director 850 Library Avenue, Suite 100 Newark, DE 19711 Delaware: (302) 737-6206 Cecil County (Toll Free): (888) 808-7088	Reed Macmillan, Director P.O. Box 383, Dover DE 19903-0383 (302) 387-6030	Keith D. Hall Long Range Transportation Planner P.O. Box 870, Salisbury, MD 21803-0870 (410) 548-4860

STATEWIDE LONG RANGE TRANSPORTATION PLAN

20-year Planning Overview

Delaware's transportation network is continually evolving in response to changes in land use, travel patterns and technology. To successfully plan for these changes, DelDOT publishes a statewide Long Range Transportation Plan every five years, which serves as a guide for the Department's transportation decisions and investments. The Plan identifies the broad goals, policies and priorities that are most appropriate for meeting the State's future transportation needs. Innovation In Motion (completed in 2018), is the new DelDOT Long Range Transportation Plan and provides a particular emphasis on the Department's efforts to embrace technology-driven, economical solutions for our transportation challenges.

COUNCIL ON TRANSPORTATION

Six-year list of projects

Each year in March, the Council on Transportation (COT) presents an updated Capital Transportation Plan (CTP) to the Delaware legislature for funding in the Bond Bill. The CTP is a six-year list of specific transportation projects, time frames and costs. Before presenting the CTP to the legislature, the list of projects DelDOT has proposed passes through several qualifying reviews. Review by the COT assures State policies and strategies are being followed. The continued projects in the CTP have been fully coordinated with the MPOs and Sussex County.

Figure 7.1
STATEWIDE PLANS

Long Range Transportation Plan 20-Year Plan
<ul style="list-style-type: none"> Principles Policies Recommendations
CTP 6-Year Plan
<ul style="list-style-type: none"> Specific Projects Time Frames Costs
First Year of the CTP 1-Year Plan
Projects in the Current Fiscal Year <ul style="list-style-type: none"> Authorized Developed Delivered

Source: DelDOT Planning

CTP FISCAL YEAR WORK PROGRAM

One-year plan to implement approved projects

The Bond Bill provides authorization for DelDOT to either continue or start new projects that are identified in the current year CTP. This authorization ensures that projects remain on schedule and can be delivered as programmed.

Figure 7.2
METROPOLITAN PLANNING ORGANIZATION (MPOs)



TRANSPORTATION PLANNING ORGANIZATIONS

The COT and the CTP

The COT is a nine-member panel of business and community leaders appointed by the Governor to advise on issues relating to transportation. The COT reviews and seeks public comment on the CTP.

MPO

The federal government’s Surface Transportation Laws and Regulations require metropolitan urbanized areas with populations of 50,000 or more to organize MPOs. Delaware’s MPOs work with DelDOT to develop region-wide coordinated programs, projects and long range plans. The MPOs develop a Transportation Improvement Plan (TIP) that is incorporated into the first four years of Delaware’s CTP. MPOs monitor efforts on all projects within their region that use federal funding.

The Wilmington Area Planning Council, known as WILMAPCO, guides transportation planning in New Castle County, Delaware and in Cecil County, Maryland, while the Dover/Kent County MPO serves Kent County, Delaware, including all of Milford. The Salisbury Wicomico MPO serves Wicomico County in Maryland and the urbanized area in Sussex County, Delaware along US 13 from Delmar to Seaford. Each MPO has a Technical Advisory Committee (TAC) that is comprised of technical experts from the member agencies. WILMAPCO and the

Dover/Kent County MPO also have a Public Advisory Committee (PAC) that is made up of civic, business, environmental and private transportation provider interest groups. Though the balance of Sussex County does not have an MPO at this time, it is expected that the next census may show an MPO qualifying population of 50,000 full-time residents. Currently, DelDOT, through a consultation agreement with Sussex County, is responsible for transportation planning in Sussex County, and the Salisbury Wicomico MPO will guide transportation planning from Delmar to Seaford along the US 13 corridor.

SAFE ROUTES TO SCHOOL

Safe Routes to School is a program that enables and encourages children in grades K through eight, including those with disabilities, to walk or ride a bicycle to school. The program works to improve safety and to reduce traffic, fuel consumption and air pollution in areas around schools. As an added benefit, children are encouraged from an early age to lead a healthy and active lifestyle. Using federal funds, DelDOT assists program sponsors in creating a variety of projects, from safer crosswalks to in-school programs that educate parents and children on the benefits of walking or bicycling to school.

For more information, or to receive program guidelines and an application, contact the Safe Routes to School Program Coordinator at 1-302-760-2133, or visit deldot.gov and click on “Safe Routes to School Program” under “Community.”

WALKING

Pedestrian traffic fatalities decreased from 35 in 2017 to 24 in 2018. Of these fatalities, 13 were from New Castle County, seven from Kent County and five from Sussex County. Pedestrian fatalities account for 22 percent of all traffic fatalities in Delaware in 2018.

For the second year in a row, Governor Carney declared October as Pedestrian Safety Awareness Month in Delaware. DelDOT and the Office of Highway Safety spearheaded activities to educate the public on ways to make walking safer for everyone.

Their message to the public included use of crosswalks and sidewalks, wearing of reflective materials or use of flashlights when

walking at night, walking facing traffic when sidewalks are not available, and always keeping an eye out for pedestrians if you are a driver.

With regard to infrastructure, DelDOT continues to adhere to its Complete Streets Policy, which calls for the incorporation, among others, of pedestrian facilities in its projects. Through both federal and state funding, there had been numerous sidewalk improvement projects throughout the state in 2018.

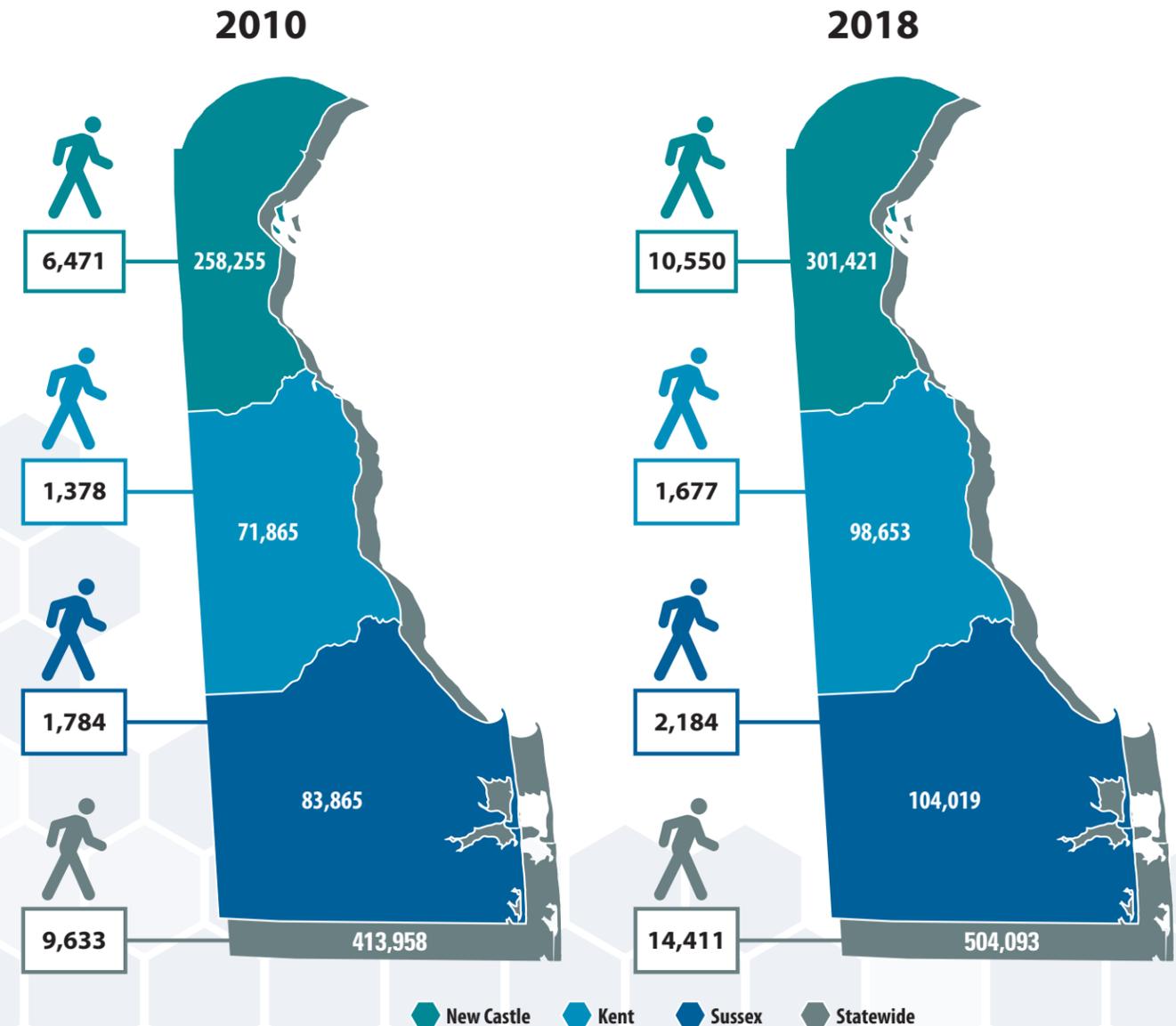
Connecting sidewalks remains to be a focus to the Department as more and more Delawareans consider walking as their primary means of transportation.

Figure 7.3
LONG RANGE TRANSPORTATION PLAN POLICY PRINCIPLES

1. System Preservation/Optimization Maintenance first	Focus on maintenance and operations and optimization of the Transportation System.
2. Development Direct programs, services and facilities to support smart growth and smart transportation initiatives	Coordinate land use and transportation in a manner that promotes long-term transportation efficiency.
3. Travel Opportunities and Choices Maximize transportation choices for residents and visitors	Promote expansion of a variety of travel opportunities with connections to workplaces, services, residences and recreation for those with limited mobility options and the general public.
4. Cost-Effectiveness Use cost-effectiveness as the fundamental principle	Use cost-effectiveness indicators when prioritizing projects. Maintain and use existing resources and equipment. Use technology to improve service.

Source: DelDOT Planning

Figure 7.4
WALKING AS A PRIMARY WAY TO COMMUTE, 2010 VS. 2018



Source: University of Delaware, Delaware Trip Monitoring System Survey, 2012 to 2018

BICYCLING

In 2018, Delaware remained ranked #7 in the United States in being a bicycle friendly state and for all its efforts put into place for bicycling in the First State.

The total number of bicycle related crashes decreased from 144 in 2017 to 137 in 2018. There were 100 personal injuries reported and six cyclist fatalities in 2018. DeIDOT continues to educate the public regarding bicycle safety to cyclists and drivers in efforts to eliminate cyclist fatalities and serious injuries on Delaware roadways.

The Blueprint for a Bicycle-Friendly Delaware was approved in April 2018. This is a statewide policy plan that lays out a series of innovative strategies for planning, design, and coordination. The vision of the plan is, "Everyone in Delaware has front-door access to a bicycle network that is safe, comfortable and conveniently connected to places people want to go."

DeIDOT continues to implement projects that provide comfortable routes for all types of bicyclists. Projects in design or scheduled for advertisement are:

- Georgetown to Lewes – Phase 2 (3.30-miles)
- Senator Bikeway – Phase 1 (1.50-miles)
- Capital City Trail, Gateway Shopping Center to South State Street (1.20-miles)
- McCoy Road Pedestrian Bridge
- White Clay Creek Bridge

In 2018, the following trail facilities were completed:

Brecknock Trail; POW-MIA to Brecknock Park entrance

This is a 0.25-mile shared-use path facility that connects Brecknock County Park to the existing shared-use path along the POW-MIA Parkway. This project also included the installation of a new bridge along US 13. This project created a safe bicycle network that connects Brecknock Park to Schutte Park.



West Street Streetscape Improvements

This is an approximately 900-foot long shared-use path facility that connects the DART Transit Center to an existing shared-use path facility at North Street. This project also improved safety at the intersection of West Street and North Street.

Resurfacing of existing pathways

In 2018, DeIDOT resurfaced multiple existing shared-use paths that were deteriorating and upgraded ramps to meet ADA compliance. These facilities include:

- North Street Hazletville Road – South side from West Street to Schutte Park entrance, which is part of the Brecknock Park to Schutte Park connection
- Forest Avenue – North side from SR 15 to Par Haven Drive, which is part of the east-west connector of Senator Bikeway
- Danner Campus Repaving East side of Public Safety Boulevard from the roundabout to the Central District entrance, which is part of the Capital City Trail
- Saulsbury/McKee Road – West side from SR 15 to College Road, which is part of the Capital City Trail
- Saulsbury Road Shared-Use Path Gap Completion – 600-foot section of sidewalk along the east side of Saulsbury Road beginning at Royal Farms was widened to 8 feet, which is part of the Capital City Trail

Industrial Tract – Phase 3/Wilmington-New-Castle Greenway

This project was the largest bike project in Delaware history. Construction began in 2016 and opened in September 2018. The total length is 1.12-miles with a 360-foot long timber arch bridge over the Christina River and 3,500 feet of boardwalk. As part of the ribbon cutting ceremony, the trail was renamed the "Jack A. Markell Trail."

DeIDOT continues its efforts in education and outreach by regularly hosting bicycle rodeos at schools to teach children basic bicycle safety skills, as well as hosting bicycle safety seminars for the international students working in the resort areas during the summer season.

Lastly in December 2018, the League of American Bicyclists announced that DeIDOT was again awarded a Silver designation as being a Bicycle-Friendly Business. This recognition is valid for four years. DeIDOT takes great pride in the bicycle friendly workplace being created for our employees and visitors.



AVIATION

Airports have the capacity to grow

Public airports in Delaware are focused primarily on private business and recreational flights. Most commercial airline passengers fly out of Philadelphia International Airport or Baltimore/Washington Thurgood Marshall International Airport (BWI). As the flight activity chart below shows, Delaware's public airports offer ample capacity for the near future for both passenger and freight movement.

New Castle Airport

The New Castle Airport is operated by the Delaware River & Bay Authority (DRBA). It is the largest civilian airport in the state, with three major runways, 10 taxiways and facilities that cover 1,250 acres. The airport includes significant hangar and aviation-related business rental space, as well as a flight school, aircraft rentals and repair services. Approximately 68 business jets and 220 propeller aircraft are based there. The airport provides 24-hours-a-day, 7-days-a-week services for aircraft up to and including DC-8s, plus complete ground transportation and handling services. The New Castle Airport is also home to the 166th Airlift Wing of the Delaware Air National Guard, and is home to the unit's eight Lockheed C-130H2 aircraft. newcastleairportilg.com

Dover Air Force Base

The Dover Air Force U.S. military base is the largest aerial port facility on the East Coast and is an important contributor to the economy of Kent County. The base serves as a key support facility for overseas military and humanitarian operations. A joint use agreement between the base and DeIDOT allows private aircraft to use the adjacent Civil Air Terminal. Private flights into the base require 72-hour notice. dover.af.mil

Delaware Coastal Airport

Located in Georgetown, the Delaware Coastal Airport is owned and operated by the Sussex County government. This airport serves general aviation, corporate aviation, the military and the state police. delawarecoastalairport.com

Delaware Airpark

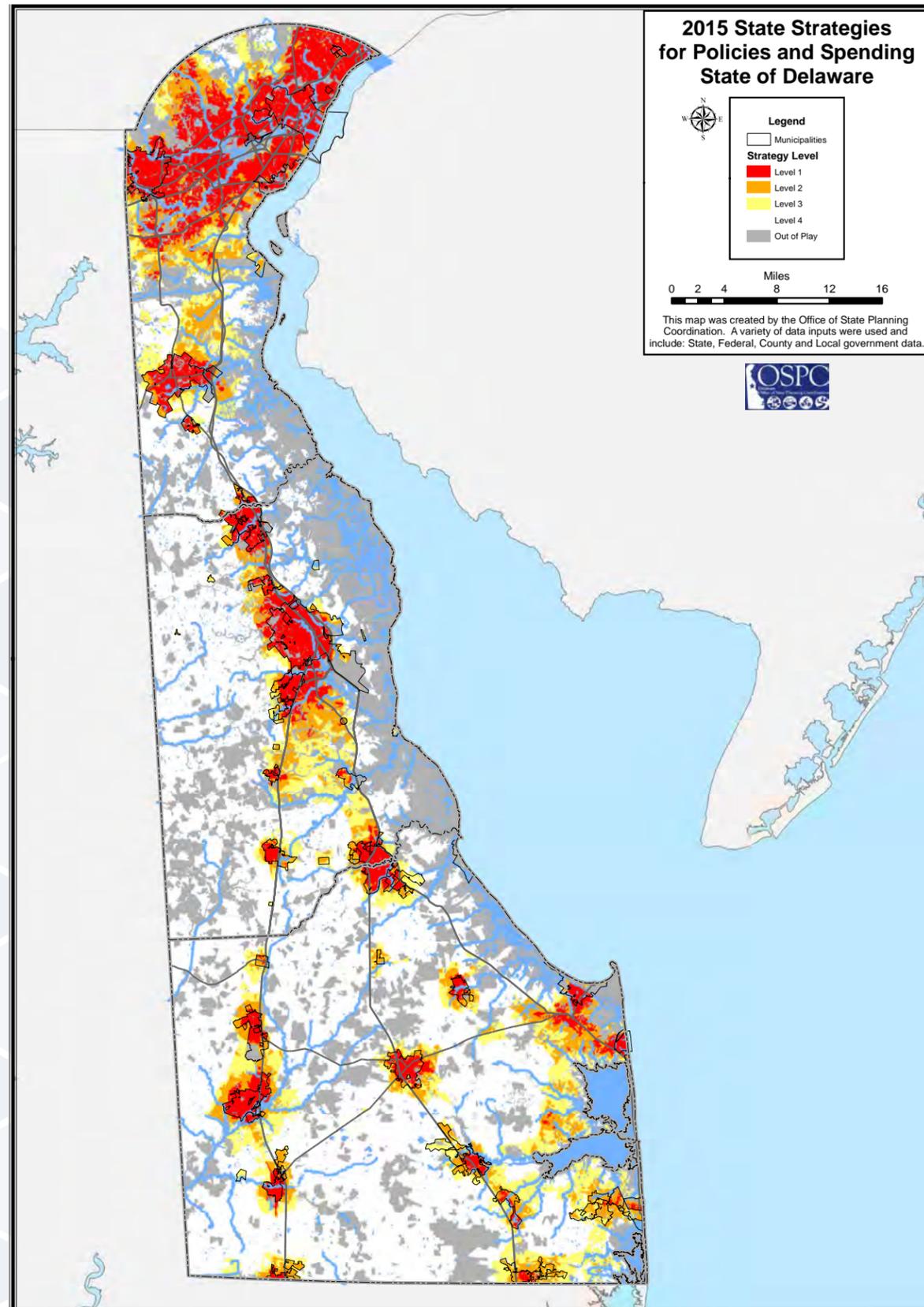
DeIDOT purchased this Cheswold facility in 2000, and it is operated by the DRBA under a long-term agreement. The airport serves general and corporate aviation in Kent County, as well as the Delaware State University aviation flight training program. The airport has a 4,200-foot runway, which opened in fall 2017. The new runway, 700 feet longer than the previous runway, will allow for expanded use of the airport. delawareairpark.com

Figure 7.5
FLIGHT ACTIVITY OF PUBLIC USE AIRPORTS, 2018 VS. 2038

	2018		2038	
	Capacity	Flights*	Projected Flights	Percent of Capacity
Chandelle Estates Airport	46,400	1,100	1,200	3%
Chorman Airport	55,000	13,500	15,700	29%
Civil Air Terminal, Dover AFB	13,500	200	1,300	10%
Delaware Airpark	172,000	23,600	47,300	28%
Delaware Coastal Airport	174,500	34,500	48,100	28%
Jenkins Airport	24,000	500	600	3%
Laurel Airport	36,000	7,500	9,900	28%
New Castle Airport	194,000	41,582	49,500	26%
Smyrna Airport	30,000	1,700	1,800	6%
Summit Airport	170,800	32,000	38,600	23%
Total		156,182	214,000	

Source: DeIDOT Planning, Office of Aeronautics
* These figures were produced as part of DeIDOT's effort to update its State Aviation System Plan, Part 1, to be published in Spring 2020.

Figure 7.6
THE 2015 UPDATE OF STATE STRATEGIES FOR POLICIES & SPENDING



Source: DelDOT Planning

LEVELS OF TRANSPORTATION INVESTMENT

Levels of investment and strategies are based on land-use policies

The 2015 Update of Strategies for State Policies and Spending, and the map in **Figure 7.6**, show where various levels in

transportation investments are planned throughout the state. The four levels of investment and accompanying strategies are based on an analysis of state, county and local land-use policies. The levels are not meant as ascending levels of importance, but rather as a way to distinguish the different types of funding priorities within each area.

Area Level	Investment Strategy
Cities, Towns & Villages	Redevelop & Reinvest
City/town/village areas where population is concentrated, commerce is bustling and a wide range of housing types already exist; contains core commercial area, several modes of transportation and a variety of housing options.	State policies will encourage redevelopment and reinvestment.
Suburbs & Small Towns	Well-Designed Development
Rapidly growing suburbs and smaller towns that have, or plan to have, public water, wastewater and utility services. These areas serve as a transition between Investment Level 1 Areas and the State's more open, less populated areas.	Promote well-designed development, including a variety of housing types, user-friendly transportation systems, recreation and other public facilities.
Farmland & Natural Resources	Maintain Existing & Phased Growth
Significant areas of important farmland and natural resources located either adjacent to, or contained within, more rapidly growing areas; regional roadways.	Maintain existing infrastructure. Invest in phased, guided future growth only after Levels 1 and 2 are substantially built out, or when the infrastructure or facilities are logical extensions of existing systems.
Rural & Undeveloped Areas	Discourage Additional Development
Rural areas with agribusiness, farms and settlements, typically located at historic crossroads. Also undeveloped natural areas such as forestlands; State and county parks; fish and wildlife preserves.	Retain the rural landscape and preserve open spaces and farmlands. Discourage additional development.

Source: Delaware Office of State Planning Coordination





SECTION 8 COMMUNITY RELATIONS

DelDOT invests nearly \$1 billion annually into maintaining and building transportation infrastructure throughout Delaware. There are hundreds of projects underway and in planning that will impact how residents and visitors move around our state. The DelDOT Community Relations team is tasked with keeping the public informed about these important projects, answering questions and resolving transportation-related issues. Community Relations is committed to providing the public with the most up-to-date information available on Delaware's transportation system.

Community members are encouraged to stay up to date on transportation issues by attending the workshops and public hearings coordinated by Community Relations or visiting our agency website: deldot.gov. Another way the public can stay up to date on events affecting the transportation system is by following us on DelDOT's social media outlets - Facebook, Twitter, and YouTube and downloading the free DelDOT app on Apple and Android devices.



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PUBLIC INFORMATION

This annually updated 2018 Annual Report and Transportation Facts book is a great place to start to learn about a variety of transportation initiatives. You can also check your newspaper, tune to 1380 AM or 98.5 FM radio, log onto deldot.gov or watch your mailbox or inbox for workshop dates, times and locations and other transportation-related information. Log onto DartFirstState.com for the latest transit schedule information and be sure to check out DART Rider Alerts. On the deldot.gov website, you can view real-time video of traffic conditions statewide or find out answers to questions you may have about the Division of Motor Vehicles, obtaining E-ZPass or doing business with DelDOT. Under "Community Programs & Services," you'll find news and information about subjects ranging from the Community Transportation Trust Fund to Real Estate Acquisition, Delaware Byways and Snow Removal.

Virtual Workshops

"Virtual Workshops" are online versions of traditional public workshops. They are replacing the on-location sessions in which proposed improvements are minor and affect a relatively small number of residents and businesses. The video presentations, posted on deldot.gov, contain the same information and opportunities for feedback and response as the traditional workshops, and save the department thousands of dollars in staff and contractor compensation, room rentals and fuel. For major projects, in which much community feedback is sought, Virtual Workshops may be included along with a traditional on-location workshop in order to expand awareness. Other states and organizations have contacted DelDOT for details so they can duplicate our Virtual Workshops.

Get involved in shaping transportation decisions

Join us at public workshops and sign up for our project newsletters. You'll also find details about each project on the DelDOT website at deldot.gov/projects. The public, DelDOT staff, elected officials and public agencies all bring important viewpoints to transportation planning. Your insight into what might be best for the neighborhood where you live or work is helping us create transportation solutions that fit the unique character of each Delaware community.

Here are other ways you can participate:

- Serve on a project steering committee or working group
- Email or mail your comments about project alternatives being considered
- Testify at a public hearing
- Encourage your neighbors to get involved

If you can't attend meetings or public hearings, you can call, email, or mail your ideas to DelDOT Community Relations (see "Contact Information" to the right).

COMMUNITY OUTREACH

The department has taken an active role in educating the public about the work we do and the services we provide. The focus is to communicate directly with the people and stakeholders we serve in Delaware. DelDOT has taken a proactive approach to communicate our message to the community by participating in various fairs, festivals, community events and parades throughout the state. At events, we provide information such as work zone safety, bicycle and pedestrian safety, as well as specific projects occurring within the state. We collaborate with community groups that share our goals and objectives to educate the community on all facets relating to transportation.

Figure 8.1
COMMUNITY RELATIONS PUBLIC CONTACTS

Year	Phone Calls	Emails	FOIA Requests	Public & Virtual Workshops
2017	18,019*	5,379	317	47
2018	7,429	5,926	334	46

*2017 Total includes calls from the toll-free number as well as the Community Relations number.

CONTACT INFORMATION

Email: dotpr@delaware.gov

Phone: 302-760-2080

Mail: DelDOT Community Relations
P.O. Box 778
Dover, DE 19903





SECTION 9 TECHNOLOGY & INNOVATION

The Division of Technology and Innovation provides comprehensive IT support, planning, development and implementation to support DeIDOT in the pursuit of their goals.

DeIDOT's Division of Technology and Innovation is responsible for leading IT initiatives to cultivate and drive innovation across the department in support of DeIDOT's mission, vision and goals. This is accomplished through collaborative planning with the business on IT strategic goals, optimizing information technology operation, and fostering technology innovation across all divisions within DeIDOT. We are responsible for ensuring all our systems and applications are kept current and enhanced for peak performance. We are proactive in providing system availability and engaged with aligning the latest technology to DeIDOT's business requirements.

KEY ACCOMPLISHMENTS

- Enhanced the DeIDOT Mobile App to dedicate icons and functionality for snow and weather events, providing Snow FAQs and a dedicated snow plow tracker; made continuous improvements to the user interface to allow for reporting of new issue types for citizens to interact; further simplified presentation of information
- Launched a new Entrance Permits System, with Internal and External instances
- Rolled out Auto-Routing for Oversize Overweight Truck Loads via internal soft launch
- Enhanced the automated Legislative Quarterly Reports System
- Supported continued DeIDOT Administration Building renovations and numerous other facilities (Lewes Transit Center, new DART Facility at Beech St, new M&O yard, etc.)
- Deployed an award winning DTC Mobile Ticketing Solution, allowing riders to purchase and store bus fare using their mobile device via secure credit card transaction
- Released a finance cloud solution for Capital Transportation Plan publishing
- Deployed new Virtual Weigh Station sites
- Introduced capability to make online FOIA payments via deldot.gov
- Enhanced Public Safety Aviation Video Range and view capability for other State Public Safety Partners
- Replaced legacy document management system via migration to a modernized solution
- Continued the Mobile Driver's License pilot, enhancing functionality for planned production release

Figure 9.1
TECHNOLOGY AND INNOVATION DIVISION SUPPORTS

DeIDOT's Division of Technology and Innovation processed over 4,500 system enhancements, requests and incidents. We perform a continuous lifecycle maintenance of our entire portfolio of applications, infrastructure and hardware.



Applications	Hardware	Network Devices	Websites/Social Media
<ul style="list-style-type: none"> • 200+ Applications/Systems • DMV Mainframe • DeIDOT Mobile App • DART Transit App 	<ul style="list-style-type: none"> • 2,800+ PC/Laptops • 300+ Tablets • 205+ Scanners • 560+ Printers • 20+ Audio/Video • 25+ Projectors • 2,462+ CISCO Phones 	<ul style="list-style-type: none"> • 750+ Cameras • 400+ Detectors • 1,200+ Signals • 115+ Variable Messaging • 75+ Weather Sensors/Stations • 1,360+ CDMA Modems • 300+ Miles of Fiber • 10+ tower installs of 4.9 Ghz 	<ul style="list-style-type: none"> • 2,900+ pages on the Internet (DeIDOT, DMV/EZPASS, DTC) • 33+ pages on the Intranet (MyDOT) • SharePoint • YouTube, Facebook, Instagram, Twitter





SECTION 10 TRANSPORTATION SOLUTIONS

Transportation Solutions coordinates all activities required to plan projects, prepare engineering documents, provide right-of-way services (appraisal, acquisition, relocation, management and disposal), obtain environmental approvals, relocate utilities and construct transportation projects involving the roadway network, bridges, transportation facilities, railroad crossings and traffic control devices. The Division also includes various programs and groups including Pavement Management, Bridge Management, Transportation Management Center, Safety Programs, Hauling Permits, Office of Performance Management, and the Materials Laboratory.

INTEGRATED TRANSPORTATION MANAGEMENT SYSTEMS PROGRAM

New technologies are increasing efficiency and safety

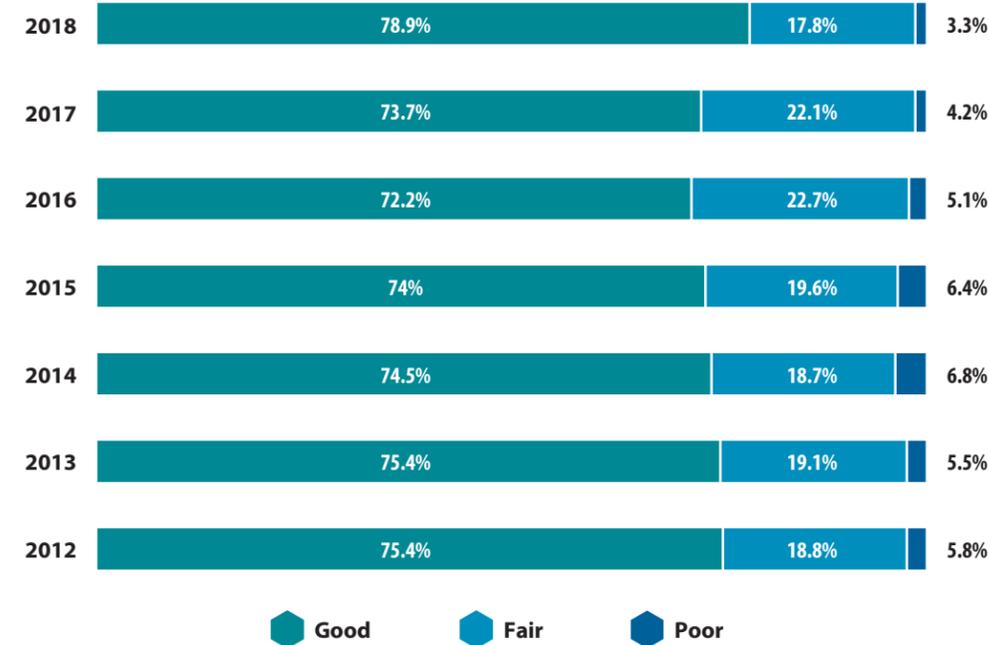
Satellites, sensors, fiber optics and the Internet are just some of the Integrated Transportation Management System (ITMS) technologies that have been integrated into all phases of DeIDOT Operations. Nestled in the fortress-like Delaware Emergency Management Agency (DEMA) building off Route 1 near Smyrna, DeIDOT's Transportation Management Center (TMC) operates around the clock, every day of the year, managing the State's transportation systems and emergency responses to roadway incidents. Data is collected in real time and disseminated to DeIDOT snow plow drivers, law enforcement and the traveling public through the media, the agency's website (deldot.gov), the DeIDOT App, message boards and its radio station WTMC 1380 AM and 98.5 FM.



PERCENTAGE OF BRIDGES IN GOOD AND FAIR CONDITION

DeIDOT maintains 1,764 bridges statewide. Bridges are inspected every two years to ensure integrity and public safety. Any bridge found with deficiencies are further assessed and monitored while the department plans for rehabilitation or replacement. In 2018, we met our goal of over 75 percent of bridges in good condition and less than five percent of bridges in poor condition.

Figure 10.1
BRIDGE CONDITION

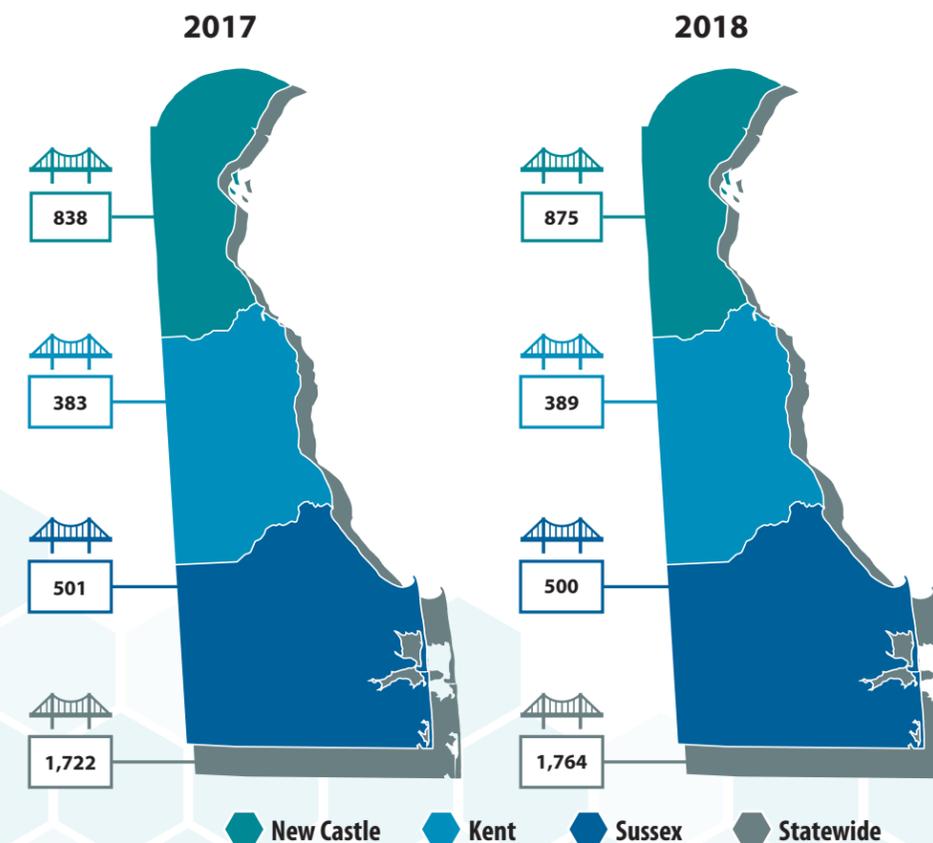


BRIDGES

Monitoring safety on Delaware bridges

DeIDOT maintains 1,764 of the 1,870 bridges in Delaware. The other 106 bridges are the responsibility of the Delaware River & Bay Authority (DRBA), municipalities, railroads and private owners. Since 881 of those bridges are 20 feet or longer, they are listed in the federal National Bridge Inventory (NBI), which requires inspections biannually. These inspections ensure the bridge's integrity and the public's safety. Other bridges, and any that show deficiencies in the NBI inspections, are reviewed as often as necessary to ensure safety and to bring them up to current standards whenever possible. Many small bridges throughout the state are considered historic community assets and are maintained.

Figure 10.2
DELDOT OWNED BRIDGES, 2017-2018



PROJECT DEVELOPMENT NORTH HIGHLIGHTED PROJECT: US 301

The original planning for the US 301 project began in the 1960s and various studies were conducted in the 70s, 80s and 90s. Formal project development occurred between 2005 and 2008. Final design and right-of-way acquisition occurred between 2008 and 2015. Construction began in 2016 and the roadway opened to traffic in January 2019. The project consists of a new alignment for US 301. US 301 is designed to be a four-lane, limited access toll roadway, extending from the Delaware/Maryland state line to State Route 1 just south of the Roth Bridge, a distance of approximately 14 miles. The roadway includes four interchanges at: Levels Road (South Middletown), Summit Bridge Road (north Middletown), Jamison Corner Road and State Route 1. The overall cost of the project including planning, design, right-of-way and construction was approximately \$636M. The project includes 28 bridges, almost 900,000 square yards of concrete, over 100,000 tons of asphalt pavement and over 7,000,000 cubic yards of soil moved.



DELAWARE STRATEGIC HIGHWAY SAFETY PLAN (SHSP): TOWARD ZERO DEATHS

The mission statement of the SHSP is to eliminate fatalities and serious injuries on Delaware's roadways through a multi-agency approach that utilizes education, enforcement, engineering and emergency medical service strategies.

The goal of the SHSP is to achieve a reduction of at least three fatalities and 15 serious injuries annually, and continue to reduce the total number of fatalities and serious injuries to achieve at least 50 percent reduction by 2035.

Figure 10.3
DELAWARE'S SHSP EMPHASIS AREAS

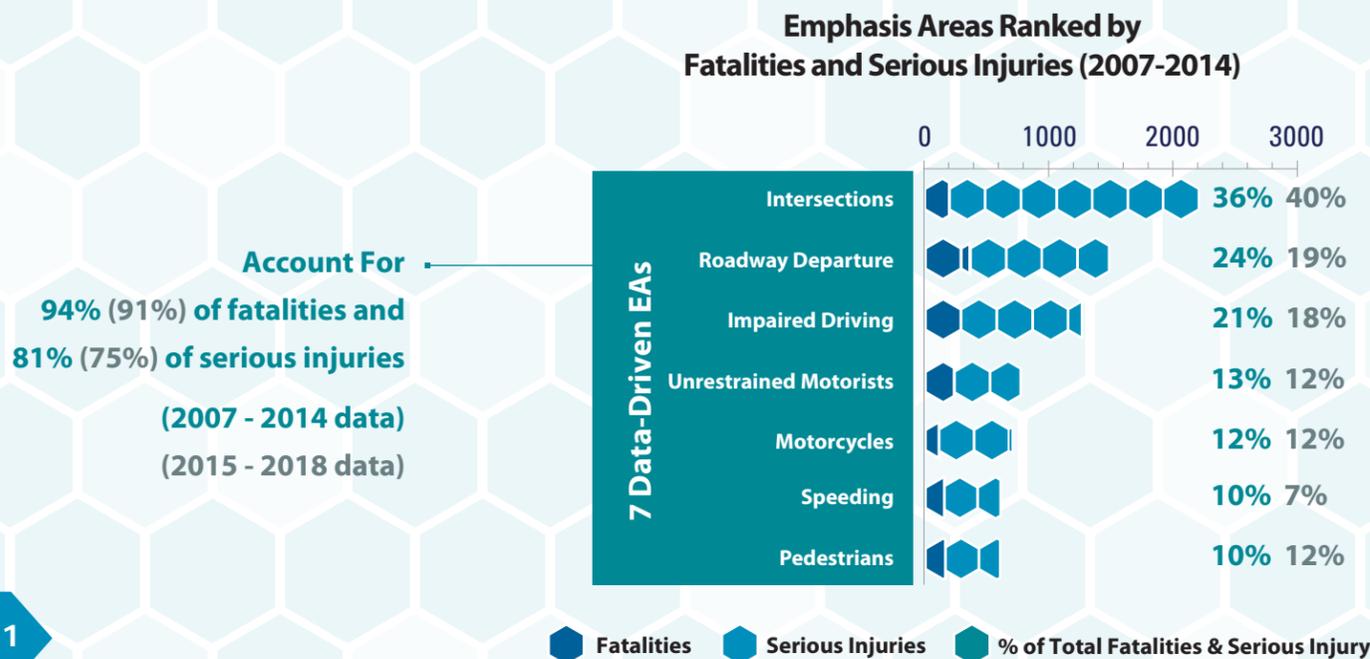
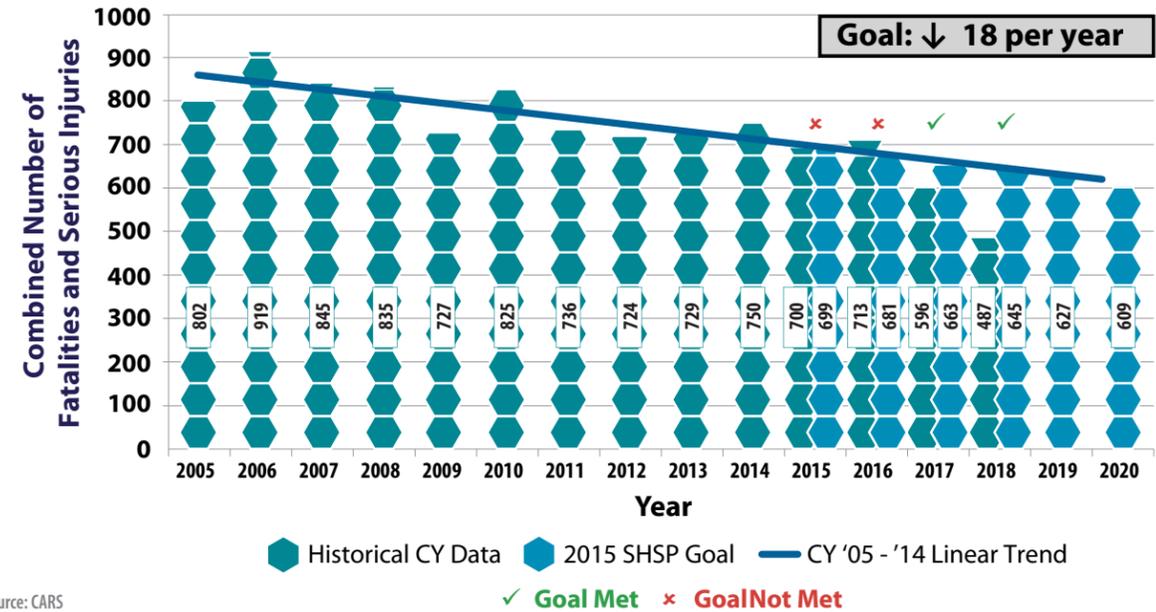


Figure 10.4
SHSP OVERALL GOAL: COMBINED FATAL & SERIOUS INJURIES

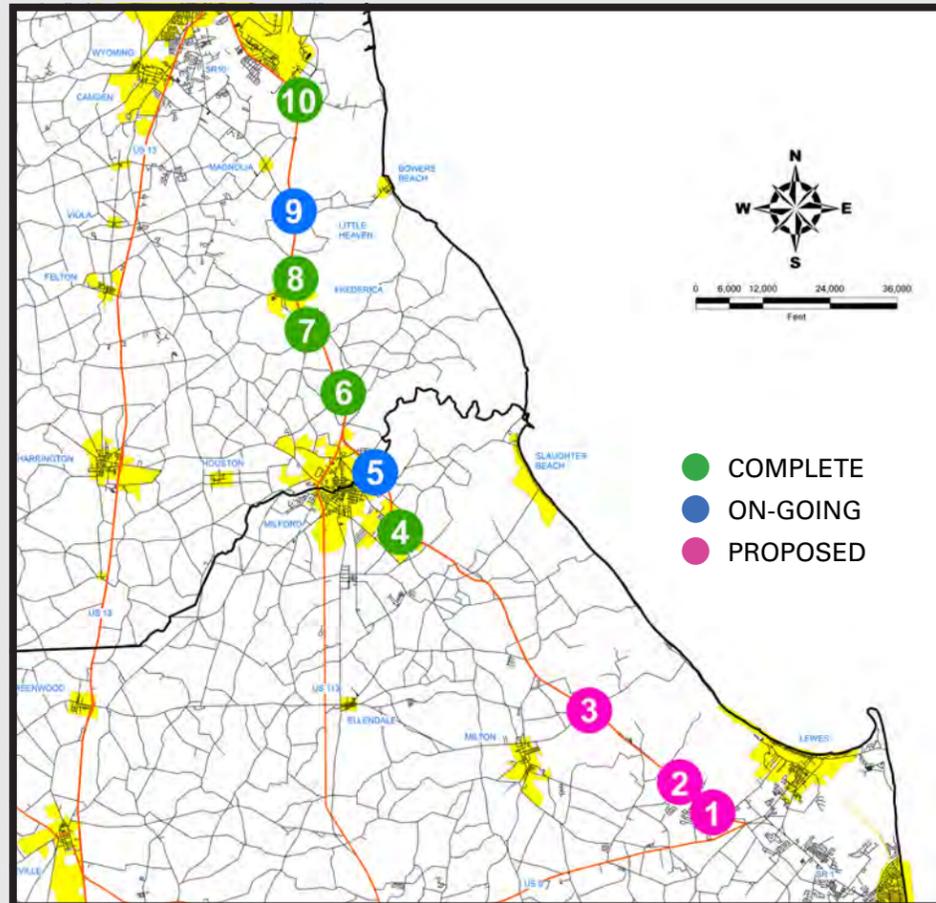


Source: CARS

KEY ACCOMPLISHMENTS

- Awarded nearly \$286 million in new contracts
- Prepared construction plans, specifications and estimates for 89 contracts
- Used 199,058 tons of recycled asphalt pavement and shingles in the hot-mix tonnage produced, saving on material costs
- 758,191 tons of hot-mix asphalt inspected
- Completed construction on Terminal Avenue Improvements, Newark Regional Transit Center Parking Lot & Access Road Improvements, SR 72 Bike Trail, Northeast Corridor Third Track, 11th Street Streetscape Improvements, Industrial Track Greenway, McCoy Road Pedestrian Bridge, US 113 at SR 404/SR 18 Intersection Improvements, SR 404 & SR 18 Intersection Improvements, SR 2 – Wollaston Road to Milltown Road
- Continued construction of the US 301 Mainline Corridor from the Maryland State Line to SR 1
- Continued construction on Newark Train Station, Jamison Corner Road Relocated at Boyd's Corner Road, Little Heaven Grade Separated Intersection, South Frederica Grade Separated Intersection, Christina River Bridge and Approaches, I-95 & SR 141 Ramps G&F, Howell School Road – SR 896 to SR 71, SR 273 – Appleby Road to Airport Road, US 40/SR 72 Intersection Improvements, SR 1 – Northeast Front Street Grade Separated Intersection
- Continued implementation of alternative contracting methods for Design Build (Pipe Replacements) and Construction Manager/General Contractor (Walnut Street - Front Street to 3rd Street, Bridge 1-227 on Paper Mill Road and Bridge 3-150 N/S SR 1 over Lewes Rehoboth Canal) and Claymont Train Station (Design-Build)
- Continued final design of improvements on Elkton Road – Maryland State Line to Casho Mill Road, SR 299 Widening, SR 72 – McCoy Road to SR 71, SR 24 – SR 1 to Mulberry Knoll Road,
- US 9 / SR 5 Intersection Improvements, Road A/SR 7 Improvements, I-95 – Carr Road and Marsh Road Interchange Improvements, Bridge 1-159 on James Street over Christina River, SR 273 & Red Mill Road Connector Intersection Improvements, SR 41 & Faulkland Road Intersection Improvements, SR 24 at Mount Joy Road and SR 24 at Bay Farm Road Intersection Improvements, SR 1 & SR 16 Grade Separated Intersection, US 13 – Lochmeath Way to Puncheon Run Connector, Camden Bypass, SR 8 & SR 15 Intersection Improvements, Kenton Road, Park Avenue, Georgetown East Gateway
- Conducted 1,659 traffic studies of safety and operational issues
- Completed studies, design and/or implementation of recommendations regarding Pedestrian Safety Audits on 13 corridors
- Involved in the design of 113 traffic signals and implemented 40 traffic signal projects, including new and upgraded signals, pedestrian signals and Rectangular Rapid Flashing Beacons
- Implemented signal timing improvements on 18 signalized corridors encompassing 197 traffic signals, including documentation of improvements such as reduced travel time, reduced delay, etc.
- Checked and published approximately 350 travel time links for integration to the new website and app layer
- Sign Maintenance field staff installed, repaired or replaced 29,429 signs
- Striping Maintenance staff and contractors installed 4,762 miles of roadway striping
- Sign Shop fabricated 23,347 signs and 26,902 decals
- Began installation of first "Connected Vehicle" equipment in Smyrna and Dover
- Reviewed and approved 683 special event permits and successfully planned and managed transportation elements of large scale events such as the Firefly Music Festival, NASCAR races, the State Fair, Dover Air Force Base Air Show/Open House, etc.

PROJECT DEVELOPMENT SOUTH HIGHLIGHT PROJECT Implementation of SR1 Corridor Capacity Preservation Program



- | | | |
|---|--|---|
| <p>1. SR1, Minos Conaway Grade Separated Intersection
Schedule: Spring 2023
(Funding Dependent)
Construction Cost: \$20.0 million (est.)</p> <p>2. SR1, Cave Neck Road Grade Separated Intersection
Schedule: Spring 2024
(Funding Dependent)
Construction Cost: \$22.0 million (est.)</p> <p>3. SR1, SR16 Grade Separated Intersection
Schedule: Summer 2023
(Funding Dependent)
Construction Cost: \$22.0 million (est.)</p> | <p>4. SR1, SR30 Grade Separated Intersection
Schedule: Completed Fall 2014
Construction Cost: \$9.2 million</p> <p>5. SR1, Northeast Front Street Grade Separated Intersection
Schedule: Spring 2019
Construction Cost: \$12.6 million</p> <p>6. SR1, Thompsonville Grade Separated Intersection
Schedule: Completed Spring 2017
Construction Cost: \$11.5 million</p> <p>7. SR1, South Frederica Grade Separated Intersection
Schedule: Completed Fall 2018
Construction Cost: \$18.4 million</p> | <p>8. SR1, North Frederica Grade Separated Intersection
Schedule: Completed Spring 2012
Construction Cost: \$7.0 million</p> <p>9. SR1, Little Heaven Grade Separated Intersection
Schedule: Spring 2019
Construction Cost: \$40.1 million</p> <p>10. SR1, SR9 Grade Separated Intersection
Schedule: Completed Summer 2010
Construction Cost: \$9.0 million</p> |
|---|--|---|

SECTION 11 INDEPENDENT TRANSPORTATION AGENCIES

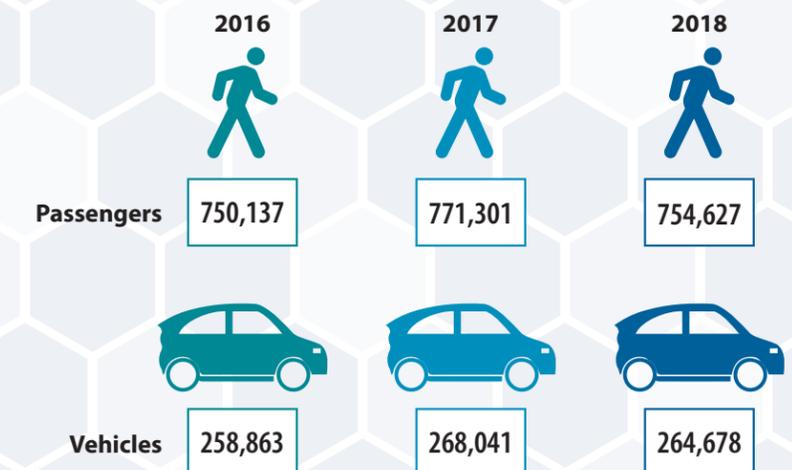


The New Castle Airport, the Port of Wilmington, the Delaware Memorial Bridge, Amtrak and the Cape May-Lewes Ferry are administered by separate Authorities. Information about these services is included in this report to present a complete overview of transportation in Delaware. DelDOT provides the roads and connections to air, rail and port services needed by the public and commercial carriers.

CAPE MAY-LEWES FERRY

Owned and operated by the Delaware River & Bay Authority, the Cape May-Lewes Ferry offers a 17-mile, 85-minute mini-cruise across the Delaware Bay between Lewes, Delaware and Cape May, New Jersey. Each ferry in the three-vessel fleet can carry up to 100 cars and 800 passengers. During the summer, the service averages from 10 to 12 round trips daily, and from 3 to 7 round trips daily the rest of the year. The ferry is a tourist attraction as well as an alternative to the Delaware Memorial Bridge for motorists traveling the Delmarva Peninsula. In 2018, the fleet carried 754,627 passengers and 264,678 vehicles. Both, ridership and vehicle use have decreased since 2017.

Figure 11.1
CAPE MAY-LEWES FERRY ANNUAL RIDERSHIP, 2016-2018



Source: Delaware River & Bay Authority

NANTICOKE BARGE TRAFFIC

Commercial navigation in Delaware also includes barge traffic on Sussex County's Nanticoke River. Tugboats move up to 400 barges per year near Seaford, carrying approximately 1.3 tons of grain, aggregate and fuel. The U.S. Coast Guard and Army Corps of Engineers oversee this traffic.

PORT OF WILMINGTON, DE

A full-service deepwater port and marine terminal

Founded in 1923, the Port of Wilmington is a full service mid-Atlantic seaport on the Delaware River strategically located to provide overnight access to 200 million North American consumers. Wilmington ranks as North America's top banana port and the nation's leading gateway for imports of fresh fruit and juice concentrates. It also owns and operates one of the largest on-dock cold storage complexes in North America. The Port was certified as a 360 Quality marine terminal, underscoring its high-quality handling standards for perishable cargo. The Port's cargo portfolio consists of: perishables, automobiles, steel, dry and liquid bulk commodities, livestock, forest products, windpower and project cargoes. An economic engine for the State and the region, it is responsible for over 5,900 jobs, \$436 million in business revenue, \$409 million in personal income and over \$41 million in annual state and local taxes. The Port is owned and operated by the Diamond State Port Corporation, a corporation of the State of Delaware.

"Cool" facts about the Port:

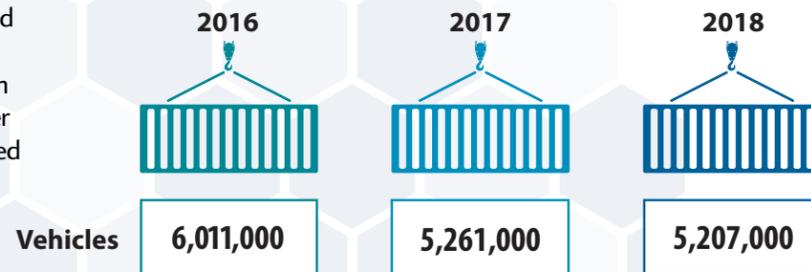
- Receives 400 ship-calls each year, carrying over 6 million tons of cargo
- Facilitates trade with more than 30 countries
- Receives over 16 million cases of fresh Chilean fruit annually
- Supplies road salt for tri-state municipalities

Figure 11.2
CARGO MIX PORT OF WILMINGTON, DE 2016-2018

	2016 (short tons)	2017 (short tons)	2018 (short tons)
Non-containerized	463,000	459,000	497,000
Containerized cargo	2,444,000	2,428,000	2,445,000
Dry bulk cargo	1,394,000	1,416,000	1,337,000
Liquid bulk petroleum cargo	1,724,000	969,000	942,000
Total cargo mix	6,025,000	5,272,000	5,221,000

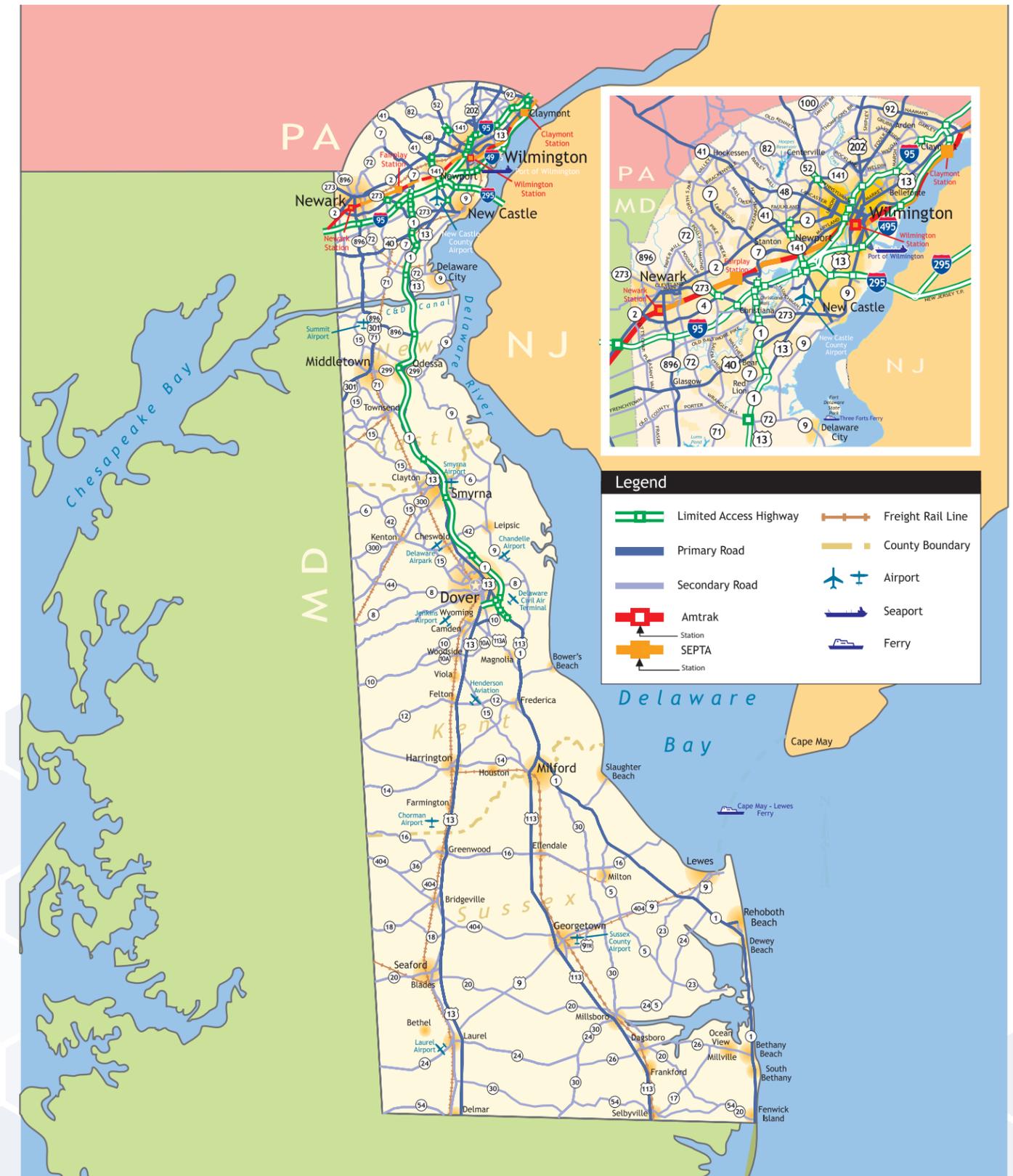
Source: Diamond State Port Corp

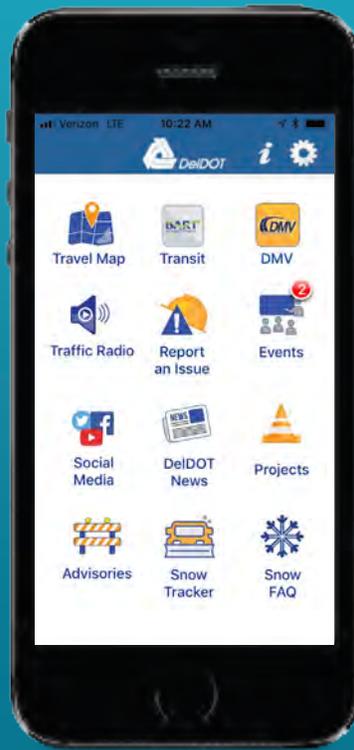
Figure 11.3
WATERBORNE SHIPMENTS RECEIVED PORT OF WILMINGTON, DE 2016-2018



Source: Diamond State Port Corp

Figure 11.4
MAP OF DELAWARE TRANSPORTATION





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